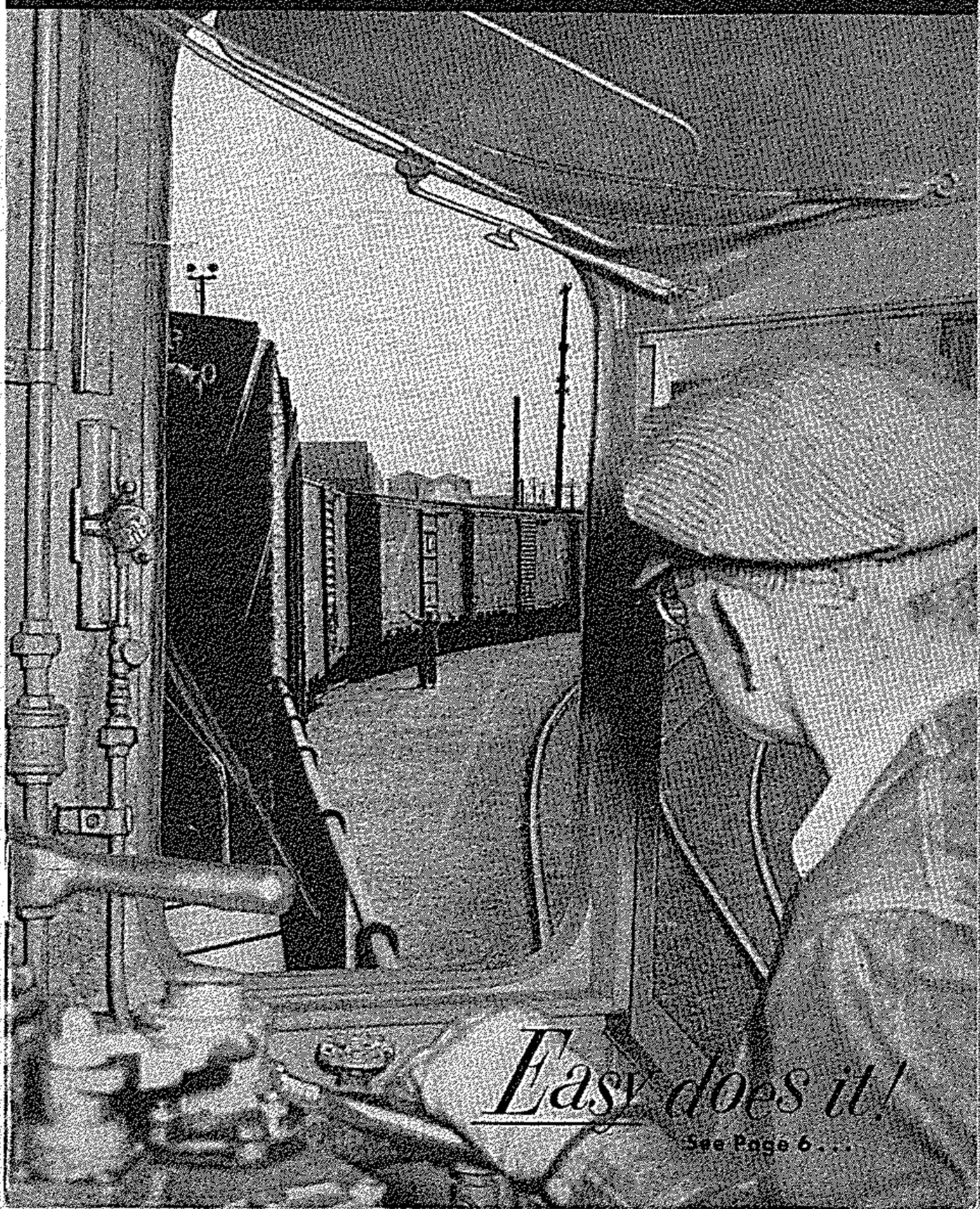
Southern Pacific Bulletin

PACIFIC LINES OCTOBER, 1956



Easy does it!

See Page 6 . . .

MANAGEMENT'S REPORT TO YOU

1. Second step in construction of our new radar-equipped freight car classification yard at Eugene, Oregon, is scheduled for completion shortly after the middle of this month. This second step includes 11 additional classification tracks, one additional retarder, and controls.

2. Approval has been given to our application to take the RDC car off our Oakland-Sacramento runs where it has been a consistent money loser. October 7 was set as the date for the last run.

3. We now have one ferryboat in service on San Francisco Bay, and a second in readiness for standby service. This reduction from two in service has been made possible by changes in train schedules that went into effect with the discontinuance of Daylight Saving Time in California, end of September.

4. Our Company is assigning several hundred employes to assist the various Crusade and Community Chest drives on company time, thus making a substantial contribution to the campaigns now under way. All your contributions will be voluntary, although facts are being presented to show you the need to meet your larger-than-ever community quotas.

5. Third of our fleet of six giant barges for our Great Salt Lake fill project was launched last month. It was named "Salt Lake City," following the "Ogden" and the "Brigham City." Fourth barge and first of the tugboats that will pull them are expected to be launched this month.

6. Plans to build a multi-million-dollar building, to be leased as an annex to our Company's General Office in San Francisco, were announced early this month by a New York firm. Application was made for a building permit. (See page 11.)

7. "Ribbon rail" may help us cut the costs of our track maintenance. (See page 12.)

8. The "Time Lag" in rate cases has cost our railroad a total of $177,000,000 in 11 years. (See page 20.)

9. Lining a tunnel without interfering with train traffic requires a special technique. (See page 8.)

YOU Are the Lifeblood Of the Southern Pacific

YOUR importance to our railroad was stressed by President D. J. Russell in a talk September 20 at the annual meeting of the American Society of Traffic and Transportation, Inc., held in San Francisco.

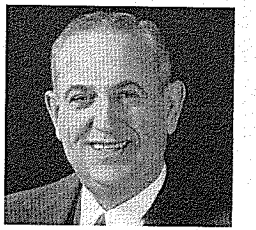
There is no subject of more importance to American industry than the subject of 'building people,' Russell declared.

"Among all the people in this world there are apparently no two exactly alike. Among all this complexity of elements which make the man what he is, there are ordinarily certain combinations of qualities which make him better qualified than the average to do a certain job outstandingly well. It is management's responsibility to identify his abilities, and to develop them."

Southern Pacific's careful hiring program selects people who are qualified to do highly successful jobs at all levels in the railroad, Russell said, and a large proportion of the advancements are made from the rank and file of the working force. He pointed out that it is essential that in hiring people the railroad keep in mind not merely the immediate abilities of workers but also their future potential.

"We must be sure," he said, "That a definite percentage of people we attract appear to have basic qualities which can be developed to equip them to be able to fill positions eventually at higher management levels. If we fail to do this the whole management tree will eventually wither from lack of nutrition at the roots.

"Our job (after careful hiring) is twofold. We must keep track of how our people are progressing. And we must give them whatever help they need all along the way, to speed their progress



D. J. RUSSELL

toward developing their potential abilities to the full.

"Of first importance is the matter of knowing your people. There is a very real value in having a feeling of confidence on the part of employes throughout the organization that they are being recognized for their abilities and accomplishments, and that they will be given full consideration for advancement when openings occur.

"You can help a man to build his strong features and overcome his weaker points only to the extent you understand something of the man and the complexity of his make-up. Today, the old-time type of supervisor whose principal means of motivating people was brute force, has had to give way to the modern supervisor who is at once a leader, counselor and friend to those on his team, and who has an abiding respect for human dignity."

President Russell closed his talk with a description of our Company's training programs, both on the job and at the colleges and universities with which we are cooperating to develop our leaders of tomorrow.

Retirement of Treasurer Goodwin Brings Important Changes in N. Y.

IMPORTANT changes took place October 1 in our New York office, on retirement of Treasurer E. J. Goodwin after 53 years with our Company. John B. Reid, vice-president since November 1, 1953, is now vice-president and treasurer. A. V. Casey has become assistant vice-president and assistant treasurer, and W. G. Winant, assistant treasurer and transfer agent.

Goodwin started as a clerk in the Union Pacific-Southern Pacific Office of E. H. Harriman in New York in 1903, transferred to the office of the transfer agent in 1909, and in 1913 went with Southern Pacific when UP-SP separated. In 1917 he was named chief clerk in the Transfer Bureau of our Treasury Department, transfer agent in 1925, assistant treasurer in 1931 and treasurer in 1953. During his career the number of our stockholders increased from 1,800 to more than 66,000.

He has been a member of the Treasury Division of the AAR since 1931, chairman of the Eastern Sectional Group in 1941, and has served on many important railroad fiscal committees.

Reid, electrical engineer graduate from Rensselaer Polytechnic Institute in 1925, holds a Master's Degree from the Harvard Graduate School of Business Administration.

Casey started with us as a clerk in the former vice-president's and controller's office in New York after graduating from Harvard Business School in 1948. He advanced to assistant to assistant vice-president July 1, 1953, and assistant to treasurer November 1, 1953. He is a member of the Treasury Division of the AAR, Corporate Transfer Agents Association and vice-president of the Harvard Business School Club of New York.

Winant joined SP in 1925 as assistant to chief clerk of the Transfer Bureau of our Treasury Department, advanced through various positions to assistant to treasurer in April, 1949, and assistant treasurer in July, 1953. He is secretary of the Eastern Sectional Group of the Treasury Division of the AAR, member of the executive committee of the Corporate Transfer Agents Association, member of the Cashiers' Division of the Association of Stock Exchange Firms, and has long been an active civic, school and church leader in Montvale, N. J.

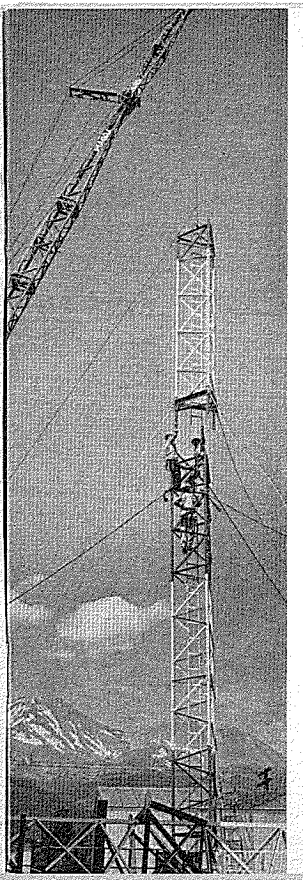
Prizes Offered For Slogans

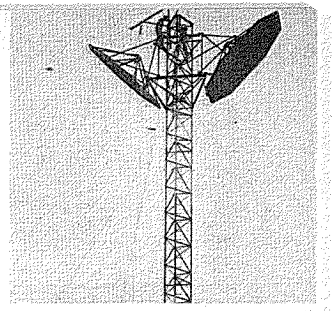
ALL Southern Pacific men and women are invited to enter the annual freight protection slogan contest now under way, announces P. M. Chaimov, manager of our Freight Protection, Merchandise and Station Service.

A prize of $25 will be given for the slogan judged most effective for use in reducing loss and damage in 1957, with second and third prizes of $10 and $5.

"Your Goal and Mine! Stop Loss and Damage in '49!" was the first contest winner eight years ago. This year it is asked that the year not be made part of the slogan. A slogan good for any year is preferred, and should be of 10 words or less. Rhyme is not necessary.

Slogans should be submitted before December 15—as many as you like—to P. M. Chaimov, Manager, FPM&SS, SP Company, 65 Market Street, San Francisco.





Something For The Birds?

ON the left you see our 100-foot microwave tower rising last month near Mt. Shasta station, with the famous mountain in the background. Above is the top of the tower, carrying two reflectors. Those spots you see near it are curious birds, investigating.

The microwave will carry our communications between Dunsmuir and Black Butte, without wires. Above Dunsmuir station a 30-foot "H" structure is being installed. Microwaves from it will bounce off a passive reflector on the side of the canyon and be caught by one of the reflectors on top of this tower above Mt. Shasta station. They will flash down into an automatic repeater station under the tower, back up the tower again and be beamed by the other reflector to another passive reflector on slopes near Mt. Shasta, from which they will bounce to a 40-foot "H" fixture atop Black Butte station.

The microwave will be two-way and multi-channel. Its capacity will exceed that of our existing wire lines, and it is expected to be trouble-free in the worst of weather.

"Careful Car Handling" Is Everybody's Business

EVERY month is "Careful Car Handling Month" on the Southern Pacific, but October has been designated nationally as "Careful Car Handling Month" in order to call special attention to the need for still greater freight protection.

Perfect shipping starts with good packaging; the packages being of scientific design and proper strength, clearly marked to cut loss and delay. Correct loading is important, too, after the car is examined and cleaned of obstructions such as bands and nails. The loading should be tight, to a plan that allows no shifting. Markings such as "This Side Up" should be observed, and the load should be securely braced.

Last, but not least, cars need to be handled carefully—and this is the part to which special attention is being called this month.

4 m.p.h. Is Maximum

Four miles an hour is the top speed at which cars should be coupled. When the ordinary freight car stops suddenly from a speed of four miles an hour, the horizontal impact at the couplers is equal to the vertical impact that would result from lifting the entire car 6⅜ inches and suddenly dropping it. Part of the shock is absorbed by the draft gear which acts as a cushion between the coupling and the car body, but the ordinary draft gear may go "solid" above four miles an hour, and the shock is then transmitted to the load inside the car—which might be anything, such as fragile china, television sets, fine furniture.

If the coupling speed rises to ten miles an hour, the impact is multiplied about 6¼ times, and is equivalent to the crash that would result if the car were lifted 40 inches and suddenly dropped!

Every bit of damage increases the chance that the shipper will entrust less of his freight to us in the future. Reduction of freight volume is likely to result in fewer jobs for railroaders.

Unfortunately, overspeed impacts can affect not merely the jobs of the men immediately concerned, but also the jobs



of everyone in our freight business—from a bill clerk to a freight solicitor in the field. That's why careful car handling is important to every railroader, as well as to every shipper.

Millions for Protection

Our Company is investing heavily in improved freight car equipment to protect shipments. We have designed, along with Stanford Research Institute, a hydra-cushion underframe that we are building into more than 350 of our new D.F. box cars. These underframes can safely cushion the impact of a ten-mile-an-hour coupling. The hydra-cushion underframe reduces this to the safe impact of a four-mile-an-hour coupling. This does not mean that we should ever couple cars at ten miles an hour. Rather, it means that at the maximum speed of *four miles an hour* the loads in hydra-cushion equipped cars will feel only a "feather touch."

We have more than 1,000 box cars in service with so-called "Damage-Free" loading devices to anchor loads firmly inside the cars; almost 5,000 box cars with lading strap anchors, and more than 5,000 on order; more than 4,000 cars with special loading racks; and we are continually buying more protective equipment—but we have not relaxed in any way our educational campaign to limit coupling speeds to four miles an hour. In our newest hump yards, where radar, electronic brains and electro-pneumatic retarders control the speeds, four miles an hour is still the prescribed maximum.

Our Cover

WITH his careful hand on his brake valve Engineer N. A. Alayeto eases a string of cars to a "feather touch" coupling, guided by the arm signals of the switchman. In a job like this it's teamwork that counts.



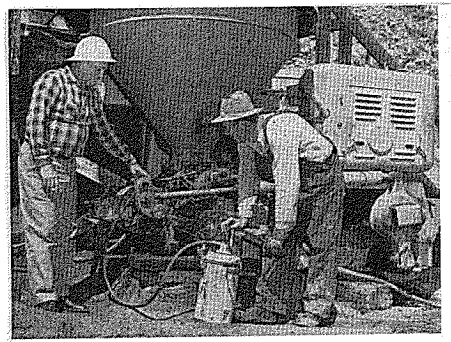
PIPE THIS HANGOVER! This pipe is in 80-foot sections, and the flat cars are only 53½ feet long. To carry the long loads an idler car is located between each loaded car, carrying no weight at all but giving the pipe room to swing when the train rounds a curve. We started hauling 85 miles of this 34-inch diameter pipe from Geneva, Utah, last month for the Pacific Gas and Electric Company's Super Inch natural gas pipeline addition. The line delivers gas to central and northern California.

Increase in Freight Traffic Is Forecast

FREIGHT business in Pacific Coast states should pick up slightly in the last quarter of this year compared with the last quarter of 1955, according to forecasts made by the Pacific Coast Shippers Advisory Board at its meeting last month in Los Angeles.

Percentagewise the largest increases will probably be in cement, farm equipment, and machinery, the Board says.

Perishables generally are expected to show increases, with exception of cantaloupes, grapes and vegetables.



Gen. Foreman A. O. Christensen, left, and Carpenter Charles J. Pitcher give the concrete pump an inspection and grease job at the end of a pour.

INSIDE A MOUNTAIN

Tunnel Men Conquer Water and Rock

IT'S WET in the depths of tunnel No. 6 near Santa Margarita, midway of our California Coast Line. Water that is slightly acid oozes from mysterious springs in the darkness and runs out toward daylight in ditches alongside the ballast.

Our Bridge & Building crews have been rebuilding this tunnel during most working days for the past nearly 16 years. They are able to work only at intervals between the passing of trains. First they enlarged the height and width of the tunnel. Now they are replacing its timber lining with concrete, according to specifications approved by Chief Engineer W. M. Jackle.

An Eerie Place

It's an eerie place. The rails vanish into blackness beyond the glow of electric lights strung along the walls and scaffolding at the work area. The 3,610-foot-long hole gives a hollow sound to voices and to the rasp of saws and the pound of hammers.

You can't see through the tunnel from end to end, because it curves upward in the middle to the crest of the grade—built that way so the water could drain out in both directions.

Constructed in 1892

Tunnel No. 6 was constructed in 1892, the first and longest of six tunnels through the Santa Lucia Mountains on a 16.7-mile section of track from Santa Margarita, at the head of the Salinas Valley, to San Luis Obispo. Beginning in 1940 it took our tunnel men 14 years to increase the height of this tunnel from its original 18 feet to 24 feet 6 inches, and its width from 16 to 18 feet without interrupting traffic. Now our trains can carry higher, wider loads. After the tunnel is all concreted—in about another three years, says Henry Neuebaumer, division engineer of our Coast Division—maintenance will be at a minimum.

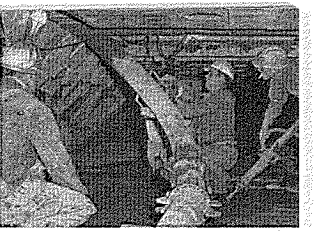
At present approximately 45 men are engaged on this project under general direction of Ray Safley, Coast Division bridge and building supervisor. Some of the men — George A. Rezendes, Wm. Jaminson, Henry G. Huffman, Kenny G. Pharis, Ernest J. Estrada, Charles J. Pitcher, Karl A. Grunow, Eugene M. Johe, Frank A. Boucher, Juan Armas, George Chanz, Antonio Zarate, R. A. Stanusecich—have been working at this location since 1940. Most of the tunnel men live at San Luis Obispo and Santa Margarita, including General Foreman A. O. Christensen and Foremen John P. Hogan and Edwin De Rosa.

Because of the acidity of the water in the tunnel, water for the concrete mix must be brought to the site in tank cars. Sand and rock also are hauled in. An acid resistant cement must be used.

Concrete Is Piped

The sand, rock and cement are hoisted and dumped into concrete mixers at either end of the tunnel, mixed with the water and then forced by powerful pumps through six-inch pipes to the work areas inside the tunnel.

Elaborate safety precautions are taken. Three flagmen are on the job at all times when work is underway in the tunnel. One is stationed near Serrano (about 2½ miles downgrade toward San Luis Obispo), and another about one mile west (downgrade toward Santa Margarita). By telephone these flagmen notify a third flagman near the tunnel, who signals the approach of a train by blinking the lights in the tunnel in plenty of time for the ladders to be taken down, other equipment removed, and for the men to get out before the train arrives. The entire area is under Centralized Traffic Control through the dispatcher at San Luis Obispo.

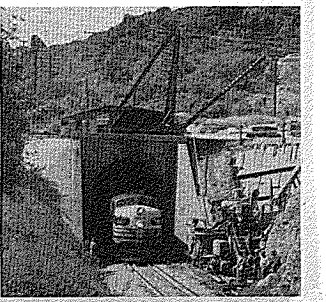


This is a view on the false tunnel ceiling, right under the tunnel roof. Carpenter James K. Wise, center, is adjusting the pipe through which concrete is fed into the wooden forms. Man with the compressed air vibrator is Carpenter John C. Hatfield.

If you could enter the tunnel to inspect the work you would find men on the ground, or on platforms or ladders, installing grids of heavy reinforcing steel up the tunnel walls and across the arch of the roof. The concrete is to be 20 inches in thickness, with double reinforcing.

Near the east end of the tunnel, which is cut through hard rock, the tunnel crews are using special movable steel forms to retain the concrete until it

Work equipment in the clear, the tunnel workmen stand aside as a San Francisco-bound train comes rolling through the tunnel.





Carpenter Karl A. Grunow tightens the forms where fresh concrete has replaced the main tunnel posts.

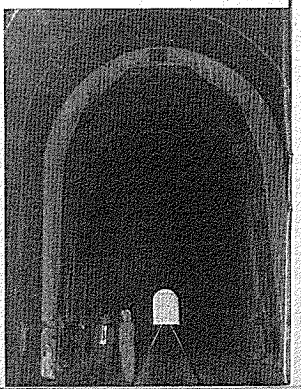
sets. After the concrete sets, a further section of the wooden tunnel lining is removed and the steel form is shifted on its wheels—along a heavy wooden track —to cover the newly uncovered area for another pour of concrete.

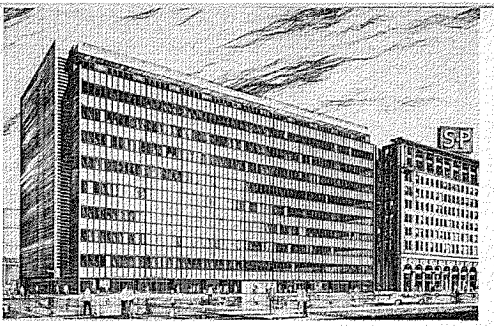
These steel forms are shaped in a huge arch so large that trains pass through them with above-standard clearances. The concrete is pumped into them from above — the six-inch pipe carrying the concrete being laid along a small tunnel above the main tunnel. This small tunnel was dug for a length of 2,027 feet as part of the enlarging operation. Compressed-air-operated vibrators shake the wet concrete down into the forms, snugly around the reinforcing rods, for a solid fill.

Near the west end, where the mountain is less stable, the operations are different. There the lining is not removed. The concrete is first forced into wooden forms built between the existing main tunnel posts, which are furred out to a depth of 20 inches. When the concrete has set, forming a reinforced arch that will support the tunnel, the main tunnel posts are removed and replaced with another pour of reinforced concrete, thus creating a continuous concrete lining.

Tunnel lights go out for a second or two in warning of an approaching train. Tools are put away. The men climb down the long ladders. Each man knows his part in the clean up job. When they walk out into daylight, the track is clean as a whistle. Over the crest of the grade comes the headlight of the train, glistening on the rails, bringing the inside of the mountain to life as locomotive and cars roll through and workmen stand aside.

Movable steel forms instead of wooden forms are used near the east portal of the tunnel. They can be moved along a track of heavy timbers set along the base of the tunnel walls.





Artist's sketch of proposed 10-story office building planned at Mission and Steuart Streets, San Francisco, for lease to our railroad as an annex to our present General Office, portion of which is pictured at far right.

New Building Proposed as Annex To Our Present General Offices

PLANS to build a multi-million-dollar, 10-story building behind the present General Office Building of our railroad in San Francisco, were announced early this month by George W. Warnecke & Company, Inc., of New York City. The building would be designed to serve as an annex to our present building. Building permit was applied for. No date has been set for start of construction.

Of steel-frame construction with pile foundations, the air-conditioned structure would feature an aluminum and glass window wall fronting the Ferry Building. It would not be bridged to the present building, but the two structures would be linked at ground level by a pedestrian walkway.

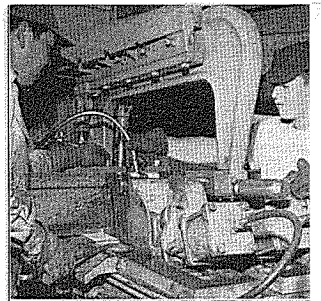
The proposed annex could house approximately 40 per cent of our General Office staff—or about 1,500 persons. At present, about 2,900 employes occupy the General Offices and another 600 occupy rented quarters in other buildings.

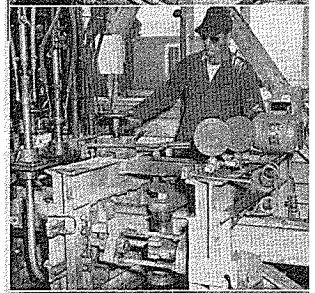
The additional 241,000 square feet of space provided by the annex would bring all departments back to the General Offices and at the same time would allow needed expansion of departments in the present building.

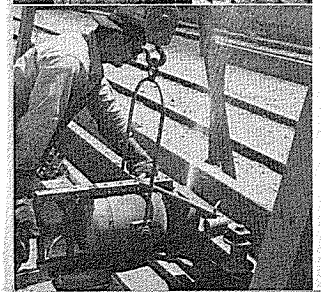
Eight floors of the new building would mainly house accounting offices.

Included would be an auditorium seating 300 persons, and a lunch room for women employes. There would be three conference rooms and two sun decks. Of interest is the proposed passenger heliport on the roof—first heliport designed on any San Francisco building.

Elevators would be automatic. Acoustic ceilings would have flush integrated lighting. Movable wall partitions and movable screens would add flexibility.







Ribbon Rail Is Installed To Reduce Cost of Track Work

Clickety-Clack Audible Under Coast Line

No Longer Wheels Along at Chualar

"CLICKETY-CLACK, clickety-clack, click . . . . . ."

The familiar song of the rails suddenly ends as our Coast Line trains roll along the track near Chualar south of Salinas, California.

Silence, except for almost inaudible hum of steel on steel, and ahead the whistle of the diesel locomotive. . . .

On this high speed track we have recently made our longest installation of continuously welded rail—a total of 6½ miles in long lengths, some up to a quarter-mile long. Thus we have eliminated most of the rail joints—the places where the pound of wheels and the extra wear on bars, nuts, bolts and other rail fastenings create about 40% of our track maintenance costs.

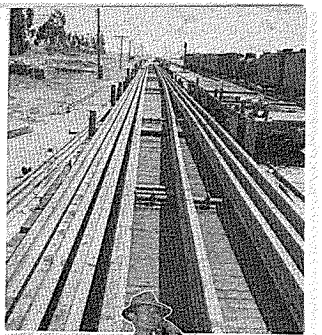
We are trying out various lengths of welded rail to determine which lengths hold up best. Ordinary rails are 39 feet long—a length which originated on most American railroads because such lengths were easy to carry on 40-foot cars. In June we set up a stock pile of these rails at Chualar, and later welded the 39-foot lengths two at a time into 78-foot lengths, and more at a time into increasingly longer lengths up to longest lengths of 1,440 feet.

In the welding process the rail was pulled by a winch and cable through a series of small buildings and other work points where it was sawed (to make smooth, matching ends), welded, trimmed, re-heated to relieve internal stresses, ground smooth and inspected. It was then pulled onto a train of flat cars and hauled to the location where it was to be laid. During the journey the long-rail-load adjusted itself to the curves in the track, demonstrating the flexibility of the steel.

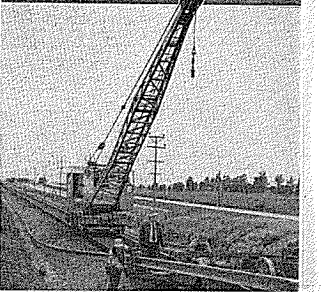
At the unloading point one end of the long rail was lifted off the rear car and was anchored, and then the train pulled ahead. Guiding rollers let the rail down alongside the roadbed behind the train.

Later, when there was opportunity during lulls in traffic, the new long rail was eased into approximate position by

Rail ends are sawed off smooth and square in the machine at the top, operated by Ruben H. Fuentes, left, and Joseph Decker. In middle view the welding is taking place under gas flames that heat the rail ends to 2300 degrees. At the controls is Perry Cooper. Bottom, the rough surface of the weld is ground smooth by Oscar M. Salinas.







Top view shows the ribbon rail on flat cars ready to leave the welding plant. Middle, Edward Rhoads, conductor on the work train, keeps in touch with both ends of his job by walkie talkie radio. Bottom, looking rearward from the work train, the ribbon rail is being unloaded, passing through rollers that guide it and set it down gently.

means of a track crane. The old short-rail lengths were then quickly taken out of the track, and the new ribbon rail was slipped into final position.

Much of the job was mechanized with spike pullers, adzing machines and other modern power tools. The track gang at Chualar—under Extra Gang Foreman W. E. Wade, General Foreman J. W. Wilson, and under the general supervision of Coast Division Engineer Henry W. Neuebaumer—was able after a short practice to lay about 3,500 feet of the long rail in four hours each morning. They had to finish and put the track back into shape each morning before arrival of the Los Angeles-bound *Coast Daylight*, which soon afterward zipped along the clickless track without delay.

We have also laid two and a half miles of 117-foot rail on the Overland Route at Imlay, Nevada, and about two and a third miles of 156-foot rail near San Lucas, California.

Laying of such long rail was considered impracticable only a few years ago, because the welding methods used today had not yet been developed. Now the welds are as strong as though the rail had been rolled to its ribbon length all in one piece.

Preliminary to laying of the ribbon rail it is lifted by a crane that eases it up onto the ties, just inside the running rail of the track, left. In the right hand view the old 39-foot rails have been removed and new tie plates are being dropped into place and adjusted, after which the ribbon rail will be set on the tie plates and spiked down.



Elimination of All Crossings Impossible

SOMEONE asks: "Why can't all railway-highway grade crossings be eliminated, thus doing away with whatever hazard the crossings offer to motorists?"

There are some 227,009 railway-highway grade crossings in the United States—more crossings than there are miles of railroad in this country.

Grade separations range in cost from $100,000 to $2,500,000 each, depending upon area development, topography, width of highway or street, length of approaches, and other factors.

It is estimated that the cost of eliminating all railway-highway grade crossings in the United States would be much greater—probably more than twice as great—as the present investment in all railroads in the country.

Technological improvements and increased efficiency in railway operations have made it possible for the average freight car to perform as much service as two freight cars performed a generation ago.

Now's the Time to Give!

IN some 30 communities along the lines of our railroad many men and women of Southern Pacific and affiliated companies are busy volunteer workers in annual charity campaigns called "Crusades," "Community Chests" and by other names.

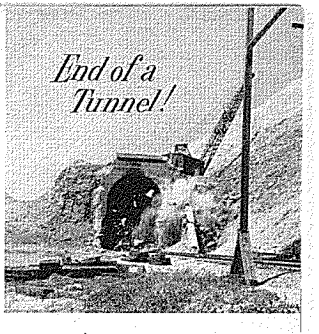
This is the time of year when many of the worthwhile charity, health and welfare, recreational and character building organizations combine their needs and ask our help.

In almost every community the goal is considerably higher than a year ago. Costs of furnishing the various services have gone up, and so has the number of needy cases, along with the increase in population.

We are all being asked to give more. At the General Office, for example, the goal is 13% higher than in 1955. Everyone, everywhere, is being asked to give at least $1 a month, and those who give more than this minimum are being asked to increase their contributions at least to the average of those in their wage brackets.

Many of these campaigns will be winding up about the end of October, but there usually are so many last-minute accountings to be made that it is not likely the *Bulletin* will have full reports for you until December.

The longest railway tunnel in the United States is the Cascade Tunnel through the Cascade Mountains in Washington State. It is 41,152 feet in length.



BOOM! It looks like we're "walloping the daylights out of this tunnel" near Sudden on our Coast Line. Actually, we're putting daylight into it. Soon there will be nothing here but an open cut. The work of removing the earth, rock and tunnel lining is ahead of schedule and is expected to be completed next month. The tunnel walls and ceiling are being removed section by section between trains, without closing the line. This picture shows the first blast that broke the stout portal at the south end.

P.E. Agents Install Their New Officers

JOHN P. MEYER of Gardena was installed as president of Pacific Electric Railway Agents Assn. Sept. 20 at the group's annual installation dinner. Meyer is a relief agent working at various points in PE territory in the counties of Los Angeles, Orange, Riverside and San Bernardino.

Also installed for one-year terms were Raymond Hillier, assistant agent, West Hollywood, as vice-president, and William H. Hambly, assistant agent, Azusa-Glendora, as secretary.

Asst. PR Mgr. H. Brad Atwood, speaking on SP's public relations activities, made the address of the evening.

Are Seconds So Precious?

AHEAD, through his cab window Engineer George A. Murphy saw the crossing wig-wag swinging, but the approaching automobile did not slow down.

His engine bell was ringing. He pulled the whistle cord again—again!

"Can't they see, or hear?" he shouted to himself. His heart leaped into his throat. His brakes were on, but there was no chance to stop the train in time. From its scheduled speed of 50 mph he knew he could not stop this load of more than 4000 tons short of the crossing.

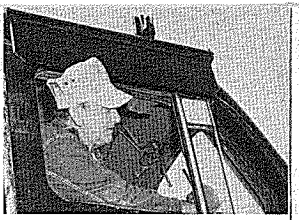
Engineer Murphy had been through this many times before. Inattentive or foolhardy motorists were to him a nightmare. Each time they tried to cross ahead of him he felt a few more of his hairs turn gray.

The automobile was on the track. He looked into the frightened face of the man at the wheel, and of several children with him in the family car.

It seemed that not more than six inches saved that family as the automobile crossed the rails. As the engine rolled by, Murphy released his brakes, wiped his brow and breathed again—peering ahead for the next crossing.

That night Engineer Murphy, who has been riding Southern Pacific engines for the past 13 years on Sacramento Division, decided that maybe he could do something about his recurring nightmare. With the vision of the near-collision still before him he sat down and wrote a poem entitled "The Grade Crossing," which he closed by saying:

I wonder where they squander
Those few seconds they may save
By gambling so recklessly
Against an early grave.



ENGINEER GEORGE MURPHY
—Roseville Press-Tribune Photo

The poem was submitted to the Roseville newspaper, and as result thousands of people are giving a little more thought to what an engineer experiences when motorists try to cross in front of him.

"New York" to "Pittsburg"

THE railway station of *Pittsburg*, in California, probably holds the world's record when it comes to changing names. Pittsburg is located on Suisun Bay which is an upper arm of San Francisco Bay at the junction of the Sacramento and San Joaquin rivers.

The community got its start back in Gold Rush days under the curious name of *The City of New York of the Pacific!* This was too much for the Post Office Department, so in 1852 the Postmaster General issued an order directing that the name be changed to *Junction*. But the Gotham influence prevailed and in 1868 the place became *New York Landing*. That name stuck for ten years; then in 1878 it was changed to *Cornwall*, in 1895 to *Black Diamond* (because coal mines near there were the chief source of coal for San Francisco), in 1900 to *Diamond*, and finally in 1911 to its present name of *Pittsburg*.

There'll be Many Parts Left Over

PARTS from old automobile wrecks scattered throughout the Southwest are coming back to life again, thanks to the hobby of John L. Ferrell, our assistant tax and right of way agent at El Paso.

He's planning to issue invitations to a "Motor Starting Party," as soon as he gets about 100 more pieces to put his 1915 Dodge into running shape. First passengers will be Mr. and Mrs. Bert Pfingston (he was former operator of Bonito Farms for SP), who gave John the remains of the old car, which had been wrecked years ago on a New Mexico road, killing its owner.

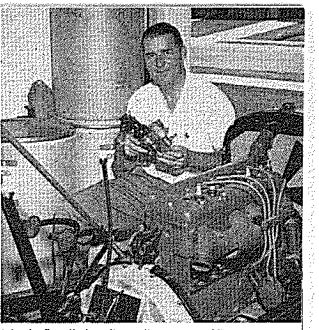
John took the wreck apart, bolt by bolt, reassembled it, gave the motor a complete overhaul, and added parts—including a transmission that Chuck Connors, pioneer dealer, says came from a truck General Pershing used in Mexico.

John declares, "This old car had everything we have now—a 'new' 12-volt system; both a magneto and a battery; a four-wire North-East silent starter-generator; all-steel frame and 'streamlined' body."

It also has 30 fittings that have to be filled individually for greasing, a horn "like a sick bullfrog," and a set of tires (or will have) that won't be changed in a minute, John admits.

But he is more than satisfied, and he figures that when he gets through assembling this car he will have one Dodge running and three others scattered around.

An illustrated article describing John and his interesting hobby was published last month in the *El Paso Herald-Post*.



John L. Ferrell doesn't usually wear a white shirt on this job.

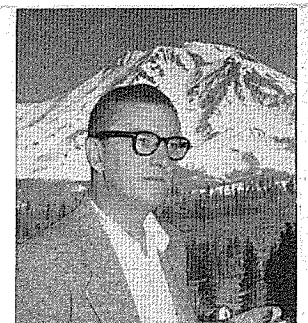


Mountain Inspires Our Agent-Author

MAJESTIC Mt. Shasta, its cold, formerly volcanic summit crowned with snow most of the year, has excited the interest of millions of travelers along our Shasta Route.

Working within sight of this mountain for years, Arthur F. Eichorn, Sr., our agent at Gazelle and formerly at Dunsmuir, has been inspired to write a book about the mountain. In 60,000 words (boiled down from his original draft of 150,000) he describes its history, geology, legends, early ascents, record climbs and present recreational development.

He started working seriously on "The Mt. Shasta Story" in 1953 when his two sons climbed the mountain. Later he learned that the first winter climber was W. G. Crockett of our Northwestern Pacific, who climbed to the summit in 1924.



A. F. EICHORN, SR.

Many photographs are included in the book, which is to be published by the Mount Shasta Herald and will be on sale early next year.

Myths That Are Hard to Kill

EVERY now and then the statement is made that the railroads are subsidized by the Federal Government. Those who make such statements usually cite the federal land grants which were made to aid a few railroads nearly a century ago. And there are some who are under the impression that the railroads are being subsidized currently by the taxpayers for the transportation of United States mails.

For instance, reports the AAR, a recent newspaper story contains the flat statement that "the government subsidizes all forms of transportation—railroads through original grants of land and mail charges, airlines through mail payments. . . ."

The truth of the matter is that the Federal land grants—which, incidentally, were made to only about 8 per cent of the present-day railroad mileage—were not gifts, but were trades between the Government and those who undertook to push railroads into undeveloped territory ahead of settlement. By the terms of these trades, made between 1850-1871, the railroads received lands worth about $125,000,000 at the time of the grants.

In return for these grants, the railroads, under the land-grant acts and land-grant equalization agreements, carried Government traffic at reduced rates until the arrangement was terminated by Congress in 1946. As a result of these reduced rates, the direct monetary return to the Government was in the neighborhood of $1,250,000,000 or ten times the value of the lands which the railroads received. There is no element of subsidy in such a transaction.

Neither is there any element of subsidy in the amounts paid to the railroads for the transportation of U. S. Mail. In recent years the railroads have in effect subsidized the Federal Government by carrying the mails at charges which amounted to less than the cost of rendering the service. This is the situation today, with the railroads petitioning the Interstate Commerce Commission for an adjustment in mail rates in recognition of the further rise in the cost of moving the mail.

Just how little the railroads are paid for the transportation of mail is indicated by the Cost Ascertainment Reports of the Post Office Department, the latest one of which shows that the railroads received less than 1/8 of 1 cent for transportation of the average 3-cent letter a distance of nearly 500 miles.

Vacation Thrill for "J. A."

WH-A-AP! The little white ball sailed through the air toward a tiny hole in the ground 155 yards away, the distance of a city block—and plopped in!

J. A. McKinnon, our assistant general manager, sagged in amazement. It was his first hole-in-one in four years of playing golf.

Luckily this August 25 on the McCloud course near Mt. Shasta he had three reliable witnesses: A. W. Kilborn, his successor as superintendent of Shasta Division; J. C. Slade, assistant superintendent, and D. R. Anderson, trainmaster.

McKinnon always did enjoy the Shasta country. Something about the air there makes people excel.

Unions Endorse Carefulness

AS general chairmen of the operating crafts closely related to the handling of carload freight shipments, we would like to endorse enthusiastically, and assure the full support of our organizations, in the furtherance of October as "Careful Car Handling Month."

There is nothing more demoralizing to a railroad customer than to receive a shipment damaged in transit. Not only does this result in a dissatisfied patron but it is an economic waste of the manpower involved in producing and transporting the shipment. In addition it is a reflection on the recognized ability of railroad employes to perform an efficient transportation job.

We are confident that the employes represented by our organizations are fully aware of the need for careful car handling. During the month of October we urge them to give the subject wide publicity as well as their renewed interest and support, to the end that prevention of overspeed impacts will continue to be an active year-around objective.

JOHN R. BURGE,
Gen. Chm. Switchman's Union
J. P. COLYAR,
Gen. Chm. B. of L.E.
J. J. CORCORAN,
Gen. Chm. B. of R.T.
A. B. MCNABNEY,
Act. Gen. Chm. B. of L.F.&E.
ROBERT C. INMAN,
Gen. Chm. R.R. Ydmstrs. N. Amer.
J. T. O'CONNOR,
Act. Gen. Chm. O. of R.C.&B.

Time Lag in Rate Cases Has Cost Us $177,000,000 in Eleven Years

AS we all know, since World War II our Company—as everyone else—has been repeatedly subjected to increases in wages and in the prices of materials and supplies needed in our business.

The railroad industry is facing another full round of wage increase demands this fall. Prices of steel and other materials we use are going up. Unlike most other industries, however, railroads cannot offset these increasing costs by raising immediately the prices they charge for transportation services.

In the 11 years ending the first of this month—a period covering the postwar era—Southern Pacific's wage rates have gone up 131 per cent. Material prices have climbed 91 per cent. But authorized increases in freight rates have been only 76 per cent, and, of course, freight provides the great bulk of our revenues.

Trend Continues

The trend is continuing. In the past year, wage rates were increased by 8 per cent, and material prices by 9 per cent. But our Company has been allowed to increase freight rates by only a shade over 5 per cent.

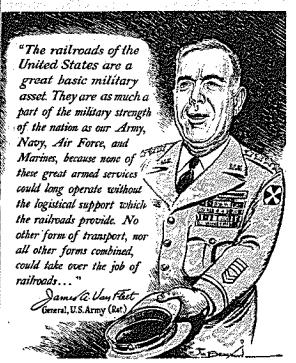
Not only are the authorized increases frequently inadequate, they also are generally very slow in coming. This time lag is expensive. In most cases, our Company must meet bigger payrolls and pay bigger supply bills for many months before regulatory bodies finally act on the rate changes requested to cover these growing costs.

As an illustration, let us consider this past year. SP operating employes got wage increases October 1, 1955, and non-operating wage increases became effective December 1.

These increased wage costs, which for Southern Pacific amount to about $80,000 per day, were mounting up through the 95 days between December 1 and March 7, when the increased freight rates allowed by the Interstate Commerce Commission became effective on interstate traffic. This increase of roughly $7,600,000 in wage costs alone, therefore, was not offset by increased revenues during this period, even though the ICC acted more quickly in this case than usual.

During the course of five interstate





rate proceedings since the war, the ICC allowed general increases on freight rates, sometimes first on an interim and then on a final basis. But the lapse of time from the filing of the applications until increases were made effective caused a revenue loss to the Southern Pacific rail system of more than $140,000,000.

Staggering as that figure is, it is not complete. When the Interstate Commerce Commission grants a general increase in freight rates it does so on the assumption that the pattern of increases will be applied to all traffic, both interstate and intrastate. The importance of revenue from intrastate movements within the nearly 800-mile length of California or the wide expanse of Texas is obvious.

Some state commissions, such as Nevada's, have responded promptly to meet the situation in which regulated carriers have been placed by the inflationary spiral.

Unfortunately, some other state commissions have shown reluctance to allow the correlative increases on traffic moving within the boundaries of their states. So, even after the ICC has acted, there have been long additional time lags before state commissions reached their decisions. Southern Pacific's freight revenue losses because of these intrastate time lags have totaled more than $30,000,000 since the war, and still-pending applications are now nearly a year behind the wage increases which made them necessary.

Exceptions Hurt

Besides the long wait for intrastate decisions, our Company has also been confronted with smaller increases than authorized on interstate traffic due to large number of commodities excepted from such increases. Too often state commissions, after much waiting, except from the pattern of increases a list of many commodities, and in some instances these exceptions constitute most of the traffic moving within an individual state.

Freight revenue cases are not the only victims of time lags, although they are the most important. Time lags since the war on both interstate and intrastate passenger, mail and express revenue cases have cost us more than $7,000,000.

It All Adds Up!

That makes *a grand total of more than $177,000,000* since the war in time lag losses for SP—more than three times our System's 1955 net income.

This time lag problem can and must be solved.

Its ultimate solution depends, in no small degree, on public recognition that it is essential for the regulated utilities, like other business enterprises, to make appropriate and timely pricing adjustments. Our Company is working for this recognition through many avenues. Your understanding of the problem will help.

OUR EXCITED HELPERS!

(Continued from last month.)

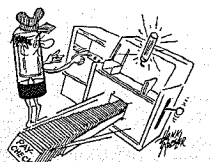
IN addition to doing many important jobs for us in the Operating Department of our railroad—as explained in the *Bulletin* last month—the science of electronics is also helping us in many other ways.

For example—electrons are putting spectacular zip into machine-accounting methods.

One type of equipment, our electronic calculators, will add, subtract, divide or perform other mathematics with data they select from our complicated punched business-machine cards—doing it at the rate of 100 cards a minute and punching out the results.

Our electronic sorters will sort through punched cards at the rate of 650 cards a minute, putting like cards into neat stacks.

Our electronic statistical machine will not only sort cards at the rate of 450 cards a minute, scanning four punches at a time, but it also counts the cards by classes, accumulates amounts, and prints the information it extracts while doing the sorting. Even faster electronic machines that will sort 1,000



cards a minute will be delivered to us in December.

Most versatile and efficient of our electronic accounting machines is what we call our electronic brain, containing a magnetic drum that stores information fed to it by electronic tubes, which have been fed electric impulses through punched cards. This machine not only does involved calculations at speeds measured in thousandths of a second, but it also performs complicated sequences of operations and calculations, automatically following the program of instructions fed into it by our machine specialists and set up in its "memory" drum. It will do 1,000 additions or subtractions a second. It will multiply ten-digit numbers by ten-digit numbers at the rate of 60 a second. It calculates the amounts on our paychecks, using a small part of its 20,000-item memory drum, whirling at 12,500 revolutions a minute, to perform calculations with such data as hours worked, rates of pay, number of dependents, job classifications, deductions, etc.

Fast as Lightning

The way electronic tubes function in an electronic brain is too complicated to attempt to explain here, but in the sorters and calculators they work something like this:

The punched cards pass rapidly between alloy steel brushes and brass rollers. The holes in the cards allow a brush to contact a roller for an instant, completing a momentary electrical circuit. In that flash of time an electron tube opens one of its "doors." As many as seven other electron tubes may be linked into the operation, each tube "watching" for another certain hole in the cards. When all their doors are opened at the same instant, or in a certain sequence, an electrical path is created, and along it flashes the current to perform the operation for which the machine was built. In sorting, for example, every instant a certain combination of holes flashes its pattern



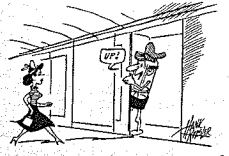
Controlling the ups and downs of our General Office elevators will be this bank of many hundreds of electrical relays. Nerve center of the device is the electron tube being inserted by Tommy Thompson, electrical maintainer, under the approving eyes of Victor P. Dailey, building superintendent.

through the tubes, that particular card is snapped into its proper file.

To Control Elevators

We are now engaged in the almost two-year job of installing elevators with electronic controls in our General Office building in San Francisco.

The electronic control panel can be set to regulate the volume of elevator movements automatically as traffic loads change at various hours of the day, giving special service to floors that are busiest at those times.



Built-in "memories" will cause the elevators to remember all stops and to make them in the most efficient manner.

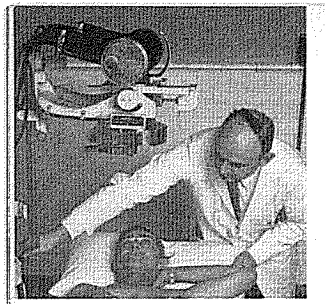
There will be no moving parts in elevator buttons, just electronic tubes.

When the car is stopped at a floor, electronic tubes will sense the presence of any person close to the door and will prevent the closing of the door until he steps in or out.

The science of electronics has also been put to important uses in the fields of research and testing on our railroad.

See "Spectral Fingerprints"

In our test laboratories we use a spectograph to take photographs of the "spectral fingerprints" of metals and other materials. This is done by first vaporizing the material with or in an electric spark or arc. The photograph reveals spectrum lines which tell us what mixture of metals are in an alloy, for example, or what metallic impurities are in fuel oil as result of the wear of diesel engine parts. Only the identities are established, not the quantities. In order to determine the quantities we use a densitometer-comparator, an electronic instrument. It scans the spectrum lines on the film (like a television camera) and compares the densities of these lines with the densities of other



This laminographic X-ray camera moves in an arc while it takes a picture, blurring all images except those in the plane of the pivot point of its arc. It thus takes a sharp picture at a predetermined depth within a human body and gives X-ray technicians a sort of 3-D knowledge of broken bones, etc. Here Edward J. Wilson, X-ray technician at our General Hospital, is adjusting the machine over Pat Lowry, car inspector, Yuma.

spectrum-line photographs of similar elements, of known quantities. It then performs an electronic calculation to tell us what percentage of each element is present.

Use Inaudible "Sound"

The ultrasonic reflectoscope is used to make certain that large metal parts —car axles, for example—have no flaws in them. An electron tube transmits wave energy at 2¼ million cycles a second into a crystal, causing it to vibrate at that rate. The crystal is pressed against an oiled metal surface (the oil providing a vibration-transmitting connection), and the vibrations pass through the object (from end to end of an axle, for example). If the axle is without flaws, a uniform reflection pattern of waves is seen on the screen of an oscilloscope (a kind of radar screen) which is part of the device. If there is a flaw, the pattern is distorted at one point on the screen, which is scaled to show how deep in the metal the flaw is located. The device is small enough so it can be used in railroad yards to inspect axles in cars standing there.

For Safer Track

Our detector cars and other rail testing equipment employ vacuum tubes, transistors and quartz crystals in searching for possible flaws in track. For example, ultrasonic vibrations are generated by means of vacuum tubes operating through crystals, and any variation in the reflection from the rail is detected by other vacuum tubes. Other detector cars pour powerful currents into the rails, setting up magnetic fields which vacuum tubes are continually reading. When an irregularity is noted the car stops and a closer inspection is made. If a flaw is found, the rail is marked for removal.

Amazing Magnification

Our electron microscope throws streams of electrons through a very thin sample of the material to be viewed. After passing through the material, the electron beams are spread out by magnetic force—much as light beams may be spread out by an enlarging lens—and they then cast an enlarged shadow-image of the material on a fluorescent screen. This image, which may be as much as 15,000 times the diameter of the sample, is photographed by a camera. The photograph can be enlarged until magnification is 50,000 diameters—which in area would be practically two billion times larger than the area viewed on the sample.

As the frequencies step up higher and higher, beyond any rate conceivable by a human mind, the wave energy emitted by electron tubes takes on new characteristics. At one point they become visible, and are what we know as light. Then they vibrate faster than our eyes can detect, and enter the field of radiations, such as X-rays.

In our General Hospital we have about $100,000 worth of X-ray and other electronic equipment to guard our health and cure our ills.

X-ray machines shoot streams of electrons through portions of our bodies and catch shadow-images on photographic film. These films will show the presence of such things as broken bones, areas where density of tissue has been altered by infection, solid objects we have swallowed, and other dense foreign matter. One of our largest X-ray machines does laminographic work—takes pictures from several angles—resulting in a three-dimensional effect that guides surgeons to the exact point of trouble.

Moving Shadows

A fluoroscope functions in a somewhat similar manner, but uses a different type radiation and throws its shadow-image continuously on a fluorescent screen instead of on a photographic film. By using a fluoroscope it is possible to watch what is taking place inside the body, such as the movement of opaque liquids swallowed to disclose the processes of digestion, or the movements in a chest cavity as a heart beats and lungs contract and expand. It will also show up places of infection.

Create Deep Heat

Some of the electronic waves are useful in creating heat inside the body where doctors want blood to concentrate for accelerated healing. This use of electronics is known as deep therapy.

Some of the electronic radiations are useful in killing germs or undesirable tissues inside the body. X-ray treatments, for example, are useful in combatting the growth of cancers. Here, however, we begin to pass beyond the field of electronics into that of pure radiation, where streams of radio activity are emitted by such materials as radium and by various isotopes produced in atomic energy plants.

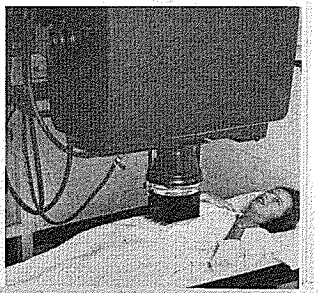
Our Atomic Aids

We use small radioactive wafers, for example, about the size of a dollar, clamped or stuck to the wall of the elevator shaft at each floor in the General Hospital. These wafers emit rays picked up by a Geiger counter in the elevator. The Geiger counter is wired to relays at the top of the elevator shaft, to stop the automatic elevator on perfect level with each floor, so there are no bumps as wheel chairs are rolled in and out. Fifty dollars worth of "wafers" will equip six floors, and continue emitting radiations for 300 years.

At our Sacramento General Shops we use one of the radioactive isotopes, Cobalt 60, a product of Oakridge atomic energy development, to create shadow-images with gamma rays, showing us the interior of metal parts like X-rays show us what is inside our bodies.

The science of electronics is leading us into the Atomic Age.

This deep therapy machine in our General Hospital can use its electronic power to create artificial fevers deep within the human body to help effect cures.



We, Los Angeles Celebrate Birthdays

"GENTLEMEN, I am no public speaker, but I can drive a spike!"

In those few words President Charles Crocker of the Southern Pacific made one of the shortest speeches on record, September 5, 1876, and whacked down a hammer to open officially our first rail line into Los Angeles. The ceremony was at Lang, a small station between Los Angeles and Mojave, after our 4,000 tunnel workers had dug for two years to make a 6975-foot hole through the San Fernando Mountains.

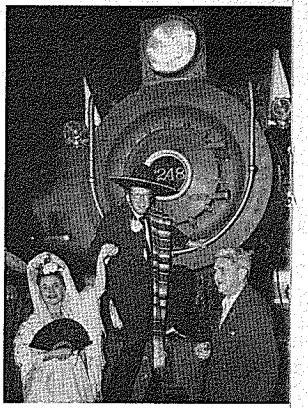
Los Angeles was not much of a city then, and newspapers said we had shown "great faith in the future of southern California" to build the expensive line. We went on, linking Los Angeles with New Orleans in 1883.

In 1904 we supplemented the pioneer San Joaquin Valley line by opening another route from San Francisco, our Coast line into Los Angeles.

The sleepy little village was already 95 years old when we first reached it. We like to think that Charlie Crocker's whack on that rail spike woke it up. Certainly Los Angeles started to grow, and it hasn't stopped since.

We joined in its 175th birthday party September 4, and the city made it a two-day party so we could be especially included and honored the next day on the 80th anniversary of the spike-driving at Lang.

One of the greatest feats of railway construction ever accomplished occurred on April 29, 1869, when Chinese coolies, under the supervision of J. H. Strobridge, superintendent of construction of the Central Pacific Railroad, laid 10 miles of railway track in one day. Central Pacific is now Southern Pacific.



On September 4 Los Angeles celebrated her own 175th birthday, and on September 5 she had a second party on the 80th anniversary of being connected to the "outside world" by Southern Pacific. Mayor Norris Poulson, climbing up our parade engine No. 2248, was flanked by actress Jeanne Cagney, left, as the Spirit of Los Angeles, and on the right by Gustave Arlt, chairman of the fiesta committee.

"Sacramento" Is Now Deluxe Fishing Barge

OUR former ferryboat, the "Sacramento," is now the world's largest fishing barge, according to report in *Western Outdoor News*. The old engines are silent and the paddlewheel is gone. She lies anchored off Redondo Beach, California, with room for up to 400 fishermen on her main deck.

Plans are being made for complete dining facilities on the upper deck, the publication says, and for a dance floor and other embellishments.

Frank Christy Collects California History

FRANK CHRISTY, helper at Sacramento General Stores, has an unusual hobby. He collects documents and papers dealing with early California history.

So large is his collection that it took four days to set up an exhibit at the California State Fair last month.

Frank's collection dates back to the time of California's first Spanish governor. One of the most interesting items he has is the log book of George Crocker, brother of Charles Crocker, one of the founders of Southern Pacific, when George was purchasing agent of the Central Pacific, our parent company.

Frank has been a member of the Native Sons of the Golden West for ten years, is affiliated with several Historical Orders and is a member of the California Historical Society.

His collection of city directories is the largest in the state, dating back one hundred years.

Mechanical refrigerator cars cost from $18,000 to $24,000 each, depending on size and other factors.





LEN MAYRISCH

Len Mayrisch Retires After 49 Years' Service

NEARLY half a century of service ended for Len Mayrisch, assistant to the general manager, when he retired September 30.

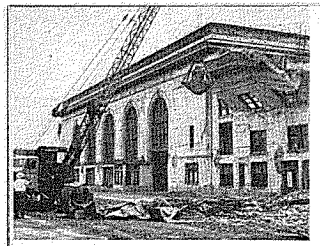
After joining our Land Department in April, 1907, he transferred to the Engineering Department as a draftsman in July of that year.

He worked his way up through various departments and in 1927 was appointed chief clerk of the Western Division. In 1931 he transferred to the Coast Division in the same capacity.

Mayrisch rose rapidly from supervisor of merchandise service in 1935, to inspector of station and merchandise service in 1938, and to supervisor of station service in 1939.

In 1944 he was promoted to office manager, Office of Vice President in Charge of Operations and General Manager, and in 1948 became manager, Freight Protection Merchandise and Station Service.

He had been assistant to general manager since July, 1952.



A RAILROAD LANDMARK came tumbling down in Los Angeles last month as our old Central Station was demolished by wrecking crews. Originally opened for business June 12, 1915, this was the city's railroad passenger terminal until 1939, when Southern Pacific, Union Pacific and Santa Fe joined to build and operate jointly the modern Los Angeles Union Passenger Terminal. Many were the famous feet that walked the tiled floors of this building—Valentino, Gloria Swanson, Herbert Hoover, Will Rogers. Offices and plants will be built on the site.

The railroads have developed a machine that can grind up 300 pound cakes of ice and load the ground ice into refrigerator cars at the rate of one ton in 15 seconds.

"Who Am I?

- I am a little thing with a big meaning.
- I help everybody. I unlock doors, open hearts, do away with prejudices.
- I create friendships and goodwill. I inspire respect and admiration.
- Everybody loves me . . . I bore nobody. I violate no laws . . . I cost nothing.
- Many have praised me, none have condemned me. I am pleasing to everyone.
- I am useful every part of the day.
- I am ***courtesy!"***

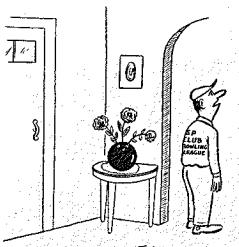
Pullman Instruction Unit on Our Lines

A THREE-CAR $750,000 Pullman electrical and air conditioning equipment unit is on our lines to give Pullman and SP employes instruction in repair and maintenance work.

After more than one month in Los Angeles the instruction cars are now at Oakland, until near the end of this month, after which they will go to Portland.

Most of the equipment in the cars is set up so it can be operated to simulate road operations, including speeds of 80 miles an hour on the drives and the generating equipment.

Hundreds of American cities and towns are named for men who were identified with the building of our railroads. Nearly every one of these communities began with the coming of the railroad. We can boast of a university, Stanford, founded by our first president, Leland Stanford.



"Oh, Hon, will you help me find my bowling ball? I'm going to be late for the tournament."

Now We're Selling Plane Tickets, Too

SALE of United Air Lines tickets by our railroad, the first such arrangement effected in the country between a railroad and an airline, started October 1.

Claude E. Peterson, our vice president, system passenger traffic-public relations, and R. E. Johnson, vice president and assistant to the president for UAL, have arranged for tickets to be sold in about 120 rail station ticket offices in California, Oregon and Nevada where United has no office or representation.

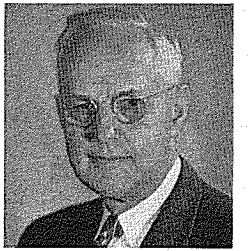
He'll Operate His Own Railroad

AFTER 35 years with Southern Pacific, R. G. (Dick) Terrell, our passenger ticket salesman at Pasadena, says he's going to continue selling tickets after he retires, two years from now, but they'll be tickets on his own railroad.

He has a 15-inch gauge line mapped out through the rolling hills of his 55-acre farm in Arkansas. He already has a caboose, full size, converted into a three-room cottage on the farm where he spends his annual vacations, 900 feet of rail, a locomotive, three cars, and even a printing press to print timetables.

"I believe every person should prepare well in advance for some activity to replace his life-time work," he says. "I've looked forward to having a miniature railroad. It's taken 10 years of advance planning, but the dream is finally coming true."

Profits will go into a welfare fund for the needy.



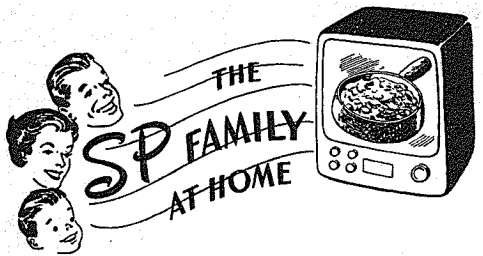
EVERETT C. CROCKER

Contract Attorney Crocker Retires

EVERETT C. CROCKER laid aside his law books as SP contract attorney, end of September, and officially closed his door in the General Office for the last time. But his retirement will not be inactive. He plans a tour to bring back a photo of every State Capitol and every Supreme Court building.

Grandson of a California '49er and son of an old time Portland Division passenger conductor, his hobbies include railroads (full size and miniature) and history of the Gold Rush.

He joined SP as an extra gang timekeeper in Oregon in 1915 after several years with other railroads, rose to become lease clerk there, and has been with us ever since except for a short term in the Army in World War I. While employed as contract clerk in San Francisco between 1924 and 1939 he studied law and was admitted to the California Bar, becoming an SP attorney in 1939 and contract attorney in 1949 for SP and its subsidiaries and affiliates. From 1935 to 1956 he also was attorney for our Mexican subsidiaries, and for the last two years a director of Nacozari RR.



By GENEVIEVE CALLAHAN and LOU RICHARDSON
Nationally known food writers and consultants

PERSIMMON STORY

FROM where we sit in "Observation," it's plain to see that the *S.P. Bulletin* certainly gets around. For proof, read on.

Two years ago about now, we featured Genevieve Luchini's recipe for Persimmon Cookies. A year later at persimmon time, Mrs. A. W. Orth, remembering the recipe, wanted to get on the track of other ways to use that golden fruit. We told her about freezing them in ice cube trays to eat, partially thawed, as dessert. She told her friends.



Snapshot shows Mrs. Crockard of Eugene, Ore., who is about to celebrate her Golden Wedding.

Then Mrs. A. S. Crockard remembered, and dispatched to us her recipe for Persimmon Pudding. Here it is, to start all of you on an interesting persimmon route to good eating.

Mrs. Crockard Writes:

"I am so thrilled that you are interested in my Persimmon Pudding recipe for the 'S.P. Bulletin.'

"In 1906 I joined the 'S.P. Family' by marrying Engineer A. S. Crockard. On December 25th of this year we will celebrate our Golden Wedding. My husband, who has been retired for the past four years, and I are enjoying his retirement—no more call boys disturbing our rest!

"I hope others will enjoy my recipe."

Mrs C.'s Persimmon Pudding

First: Sift 1 cup flour, ½ teaspoon salt, 1 teaspoon soda, ½ teaspoon cinnamon. In fact, sift twice!

Next: Add ½ cup ground walnuts.

Now, in a mixing bowl, mix together 1 egg, 1 cup ripe persimmon pulp, ¾ cup sugar, and 4 tablespoons melted butter. Beat like everything, then add ½ cup milk.

Last: Sift flour mixture over this and beat again to make a thin batter. Pour into buttered casserole. Set casserole in a pan of water, and bake at 325° for 1 hour. Serve warm, with your favorite pudding sauce, or whipped cream.



FROM PALMDALE

The other prize-winner in this month's recipe contest comes from Mrs. J. I. Shires, Jr., down in Palmdale, Calif., where her husband is an operator on the 2nd trick. Mrs. Shires tells us that she has been reading and enjoying this department for two years, and that she has copied down most of the recipes for her own use.

Seems, too, that Mrs. S. likes to originate recipes. The one she shares with us this month is for stuffed peppers without rice. She calls it "Before Pay Day Delight." Her recipe follows:

"Before Pay Day Delight"

To serve 2, you start with 2 large green bell peppers. Cut them in halves lengthwise, remove seeds, and boil peppers 5 to 8 minutes in salted water until almost (but not quite) tender. Drain.

Now Get Out the Grinder. In it grind 1 medium potato, 1 medium carrot, and 1 small onion. In a little fat in a big skillet brown ½ pound ground beef. Then put in the ground-up vegetables, and cook 10 minutes.

While vegetables and meat are cooking, open a small can of tomato juice Use some of it to soften 2 slices of bread. Add the moistened bread to the skillet. Season all to taste with salt and pepper and ½ teaspoon monosodium glutamate (Accent, for example).

That's the Stuff! Use it to stuff those pepper halves. Put peppers into a baking pan. Pour the rest of the tomato juice over and around the peppers. Bake in a moderate oven (375°) for 25 to 30 minutes, or until browned.

FREE-LOADERS' SUPPER PARTY

Several of you have told us about giving railroad-theme parties. And they do sound like fun!

When guests arrive they find host and hostess in engineer-type caps, and the house lighted with lanterns. Toy trains appear in flower arrangements. Appetizers are passed by a uniformed "train-vendor" who calls out his wares in loud voice. And the music goes strong on "Sentimental Journey," "I've Been Working on the Railroad," and other appropriate tunes.

FIRST CALL TO SUPPER

At eating time, it's only natural that a man-in-white-coat appears sounding the gong that announces supper. And the line forms, just as in any dining car!

Our personal idea of good eating for such a party would include:

Big S.P. Casserole
(Spaghetti with Plenty of Meat)

Double-Track Salads
(One, lettuce and tomato with French dressing; the other a gelatin-type)
Garlic French Bread (Hot)
Pickles, Relishes, Celery and Such
Chocolate Cake with Ice Cream
"Caboose" Coffee

Southern Pacific Bulletin

Vol. 40 J. R. (DICK) HOUGHTON, *Editor* **No. 10**
BILL ROBERTSON, *Assistant Editor*

Published monthly at 65 Market Street, San Francisco, by Passenger Traffic-Public Relations Department for men and women of Southern Pacific Company.

Dining Car Department

Head Reporter: D. D. Doig, San Francisco. Assistants: V. K. Jones, West Oakland; Walter Goertz, Oakland Pier; Douglas Christensen, LA.

West Oakland: At the Lodi picnic for the Western Division, Commissary Supt. B. C. Cartan and his crew were kept busy. They served over 10,000 cups of coffee. . . . Transferring to the Dining Car Department were the News Service office force, Chief Clerk John Dayak and clerks Florene Stevens, Rose Lucero, Florence Anstey and Marie Cleary. Cake and ice cream were served at the welcoming party. . . . Lucille Autry has been doing a good job as SP Club representative at our commissary.

Los Angeles: Crew Clerk Karl Lust is coming along nicely in the building of his desert home, while Asst. Supt. A. W. Peterson is in the process of renovating his. . . . Speedy recovery wished for James Black, Albert Epps and Robert Duncan. . . . Sympathy to the family of Chef Elijah Blackwell, who passed away suddenly.

General Office: Margy "Ma" Schwartz, manager of Crescent Lake Club House, retired after 37 years' service. She worked as ferry boat waitress, stewardess, restaurant and club house manager. . . . H. A. Furdy, supt. of news service, spent an unusual vacation—he stayed home playing the local golf courses. . . . Chief Clerk Dave Jacoby returned home from a recent salmon fishing trip with his usual luck—no fish.

SD&AE Railway

Head Reporter: Floy Richmond.

Tom Fielding, who suffered a slight heart attack while on his vacation trip, spent three weeks in General Hospital and is now home feeling fine. . . . Vacations: J. W. Grosdidier and his wife went to Crater Lake, Oregon; Ethel Swedlow and her husband enjoyed the Grand Canyon. . . . Sympathy to the relatives of William Cameron, chief clerk, Mechanical Department, who passed away recently.



TALENTED HANDS of Machinist A. R. McIntosh, Los Angeles Shops, carved this Conestoga wagon and brace of horses. The wagon was made from a block of Virginia Black Walnut, the horses from Mahogany imported from Africa.

Coast Division

Head Reporter: Robert J. Conley, Supt's Office, SF Assistants: Clyde Evans, Supt's Office; Paul Mundt, 4th & Barry Local Freight; Fred Romani, Bayshore Shops; Hilda Lawrence, San Jose; Sallie Jones, San Luis Obispo; Ralph Peterson, Watsonville Junction.

Supt's Office: Welcome to new guys, Jim Moscoso, Pete Strittmatter and Nathan Pollack. Jim's main interests are classical music and Spanish dancing. Pete is an asst. scoutmaster, studies philosophy and is a member of "The Native Sons of the Golden West." Nathan is interested in the theatre, having toured the country with small theatrical groups for several years. He was a member of the Actor's Guild.

Fourth & Berry: Ivan Schick and Elmer Faul are back at work after enjoying the SP Club Tour to Hawaii. . . . Mary Fitzgerald has become a proud grandmother. . . . Felix Foreman of the Inbound Department retired after 48 years' service, receiving the well wishes of us all. . . . Good to have Gladys Collier, John Brown and Florence Kurland back from the hospital. . . . Speedy recovery wished for George McDonough, who has been ill.

Monterey Bay: H. W. Tremblay, former agent at Watsonville Jct., is now agent at Salinas. . . . George Burdusis got his first deer of the season. . . . Sympathy to Ray Scudder in the loss of his mother. . . . F. Dimmick, former agent at Salinas, has taken over his new duties as agent at South San Francisco.

San Luis Obispo: Sympathy to the family of Engineer H. B. Adams, who passed away. . . . Jim Fleishman, now working at 65 Market, SF, stopped by on his vacation to say hello. . . . Good news is that Yardmaster Q. A. Schopper is recovering nicely after his serious illness. . . . Congratulations to Switchman Arthur Laidlaw, who married Ramona Owings of Burbank.

Portland Division

Head Reporter: Howard E. Bailey, Supt's Office, Portland. Assistants: Louis S. Dennis, Coos Bay; Thelma Greer, Roseburg; A. E. Luther, Salem; Conrad Morasch, John M. Thew, Brooklyn; June Middleton, Portland; Edith Luke and Pearl Damewood, Eugene; Edward Smith, Medford.

Supt. L. R. Smith has been chosen as Transportation Division Chairman for the current United Fund drive in the Portland area. George West, office manager, Passenger Traffic-Public Relations Department, is one of the associate chairmen. Asst. Trainmaster Karl Perrin is again head of the SP contingent. . . . An outstanding personality retired at Brooklyn August 31. Carman Owen (Doc) Woods was short on SP service (15 years) but long on friends. During 50 years of railroading Doc never had an accident and cannot recall ever visiting a company physician for any reason. . . . About 30 SP men under the leadership of John Petrusich and Joe Guerrettaz of Brooklyn Shops and Jack Stevens of Eugene made a pilgrimage to the annual Laymen's Retreat at Mt. Angel, Oregon.



GOOD LUCK to Earl Montgomery (left) engineer, Salt Lake Division, who retired after 41 years' service, and to Juan Borboa, chore boy operator, Tucson Stores, who also served 41 years.

Retired Asst. Signalman Charles Burchfield and his wife celebrated their golden wedding anniversary August 11. . . . Jack Jessup, who retired six years ago as cashier at Coos Bay, was a recent visitor at the Portland office, looking chipper. . . . James Poag, water service mechanic, Brooklyn, who worked many years on the Cascade Line, and learned to love the sight and sound of the big Mallets, has expressed his regret at their passing in a very moving poem entitled, "Farewell to Steam." . . . Joining the armed forces was MP&C Laborer Courtney Jacobs. . . . The Old Timers' picnic scheduled for September 8 was cancelled due to a sudden downpour of Oregon mist. . . . Sympathy to Gen. Yardmaster John Humble whose father passed away. John Humble, Sr., was a retired yardmaster and asst. manager of the Northern Pacific Terminal Company and was well known to many Portland Divisioners. . . . Sympathy also to Agent Hal Asay of Seghers, who lost his father, and to Agent Oscar Noreen of Willamina and Telegrapher William Pfeifer, who lost their mothers.

Featured on page 1 of the Women's Section of the Sept. 6 edition of the Eugene Register Guard was a picture of C. P. (Doc) Richardson, veteran SP conductor, busy at the stove of his caboose whipping up a snack for himself and crew members. The caption read: "SP Caboose Cooks Concocted Carefree Cuisine." There followed a half-page description of Doc's culinary ability and a number of his favorite recipes, including Crew Stew, SP Meat Loaf, Doc's Pineapple Tapioca, Chili

a la Caboose, and Heartburn Hotcakes; some of which really started the hunger pangs a-pingin'. Seems like Doc has won quite a reputation for himself as a chef during his 36 years' service. In years gone by on the long runs Doc was invariably elected cook of the crew on which he was working. With shorter, faster runs now, caboose cooking is going the way of steam locomotives. (Doc says he never had any complaints about his cooking because of the hard-and-fast caboose kitchen rule that whoever griped had to take over the chore.)

The welcome mat is out at Medford for new clerks Curtis Holzgang, James Selby, Angel Chavez, Jr., Richard Hall, Beverly Stevens and Albert Albrechtsen, all of whom are getting a good initiation with the pear season now in full swing. There are two new cold storage plants and two new packing houses in operation this season. New or extended tracks have been laid to serve these industries. . . . Recently transferred to Medford are Dan Kidd and Bob Hjelm from Eugene and Jerry Pullen from Portland. . . . Clerk L. E. Stickney returned from military service just in time to help out with the heavy fruit movement. . . . Chief Clerk Al Lucas has been remodeling his home. . . . Our Medford folks are very active in the newly organized Rogue Valley Transportation Club.

Western Division

Head Reporter: Alice Whitney, Oakland Pier. Assistants: Arilla Bettencourt, Tracy, Gladys Amick, Stockton; H. Larsen, WO Diesel Shop; Marjorie Perkins, 5th & Kirkham Streets.

Retired Engineer William Turnbull and his wife celebrated their golden wedding anniversary in August. . . .



MORE THAN 50 years' service was chalked up by William Kirt, engineer, Portland Division, before he retired September 3.



COMMUNITY SERVICE, especially with young people, makes John DeMartini, research assistant on the staff of our vice president and general auditor, a popular man in his home town of Belmont, California. The civic association of which he is president entertained more than 400 children at Christmas, sponsored a Boy Scout troop, and is planning a gigantic Hallowe'en parade. He has many other civic chores, but finds time every Saturday to teach baseball to 35 to 40 boys.

Water Service Foreman Victor Shattock and his wife celebrated their golden wedding anniversary and his 33rd year with SP last month. The new song hit, "The Railroad Runs Through The Middle Of The House" has been a fact at their home for many years. Shattock is past president of the Golden Gate Live Steamers, a hobby club whose members now have nearly a mile of scale tracks built on trestles in Redwood Regional Park. Shattock, who has four scale model steam engines, used to build them in the dining room of the family home. . . . Carman Helper Walter Handy, who retired after 32 years' service, has as prized possessions many letters from passenger agents thanking him for passenger tips through the years. . . . Welcome to new people on the Division: M. D. Haas, John Hogg, Jr., Ann Falos, Stanley Foster, D. F. Jackson, Jr., L. J. Mazor, E. D. Yoes, Jr., Patricia Brazil, J. C. Svenson, G. D. Buckingham, R. H. Grant, A. J. Spain, Jr., O. L. Arlett and L. A. McGee.

Tracy: Retired Conductor A. E. Delgado has returned from a three months' European tour. . . . Carman Ben Adame claims to be the youngest grandfather on the Western Division. He's 37 years old. Any challengers? . . . Over 9,000 attended our annual picnic at Lodi. . . . Welcome to Helen Godwin, Donald Comstock, N. H. Hagen and R. W. Dunn.

Signal Dept.: While Signal Clerk Jennie Hutson is off work awaiting the birth of an heir, Al Ackerman of the Supt's Office, has been working at her position. . . . After 39 years' service, Telephone Operator Rene Hackett has retired. We'll all miss her.

Engr. Dept.: Welcome to new Rodmen Don Worth and Dick Pederson. . . . Sympathy to Asst. Engr. Del Smith in the loss of his brother and to Jr. Instrumentman Len Sieb, Jr., in the loss of his father.

Chief Dispatcher's Office: Welcome to Steno-clerk Eleanor Grajeda, whose hobby is crocheting. . . . Dispatcher Paul Wilson spent some of his vacation in General Hospital for an operation on his hand. He's in good shape now. . . . Sympathy to Dispatcher Joe Buell in the loss of his brother and sister-in-law.

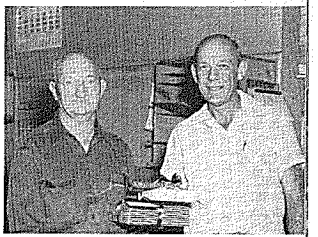
Supt's Office: Speedy recovery wished for Evelyn Akers. . . . Welcome to Steno-clerk Fred Moore, native of Long Beach. His favorite sports are swimming, tennis and handball. . . . Ann Winant spent ten days in the hospital suffering from mosquito bite infection.

Stockton: Retired Asst. Supt. L. R. Smith stopped in for a visit. . . . Welcome to A. J. Saxon. . . . Sympathy to Clerk Bea Cunningham in the loss of her husband, Glenn, accountant; and to the family of Transit-clerk Bob Smith who passed away September 8.

Salt Lake Division

Head Reporter: Hugh F. O'Neil, c/o Supt., Ogden. Assistants: R. E. Stephens (photographer), Ogden; Caryl Wilbur, Sparks; Elsie Morelli, Carlin; W. H. Robinson, Reno

Congratulations to Fireman Joe Sears for his efforts in making a success of the annual booster night at the Ogden baseball park. . . . Newly elected officers of the SP Club are C. E. Myers, president; Ray Driscoll, executive vice-president; Gilbert Hess, social vice-president; Cleo Cherry, athletic vice-president; and Hugh O'Neil, secretary.



PLEASED AS PUNCH was Preston Law (left) warehouse foreman, Colton, at the farewell party given him by old friends on the occasion of his retirement September 7. At right is Haskell Smith, bill clerk, Colton Freight.

. . . Welcome to B&B Helper Werner Balzar, Loader Harvey Benoit, Yardman Ronald Player, Telegrapher O. J. Scott, Clerk William Morris and Fireman Thomas Garner. . . . One of Ogden's better known water skiers is Messenger Carol Jessop. . . . Speedy recovery wished for Joe Weaver, James Cochrane and Clyde Coleman. . . . Charles Acbischer, Melvin Piper, Donald Schultz and Vern Goodman have entered the armed forces, while Darrell Ravenberg and Darrell Doxey have returned.

Vacationists include Lillian Tomlinson to Denver, Wendel Barnes to San Francisco, Edith Reifsnider to Salt Lake City. . . . Antelope hunting were Alma Ellis and Joseph Roberts.

In charge of the successful Ogden Area Federated Drive on our property



NO ACCIDENTS in 48 years' service was proud record of Machinist Peter Caleca, Sacramento Shops, when he retired recently.

this year were D. W. Tanner, A. D. DeMoss, R. L. Smith, B. M. Hart, E. O. Fink, O. S. Young, E. A. Bancroft, H. E. Watts, W. G. Wright, and others.

General Claims

Head Reporter: Mary Jo Rader. Assistant: Julie Weaver, Oakland Pier.

Former head reporter Beverly Warrer has transferred to the Los Angeles Claims Department. We'll miss her. . . . Steno Clara Gollinge, our champion dahlia grower, has done it again at the San Francisco flower show at the City Hall. She came away with no less than 20 ribbons! . . . Asst. Gen. Claims Agent Calder Innes and his wife recently visited their son, John Innes, who was recently promoted to captain in the Army Dental Corps, stationed in Fairbanks, Alaska. Capt. John is following in the footsteps of his father, who is a retired colonel. . . . Steno Frances Flick has resigned to join her family in Minnesota. . . . Welcome to Kathy Sneddon, Roger McKinley and Jane Mattison. . . . Claims Agent O. W. Luster returned from the SP Golf Association Tournament at Pebble Beach with a trophy as runner-up in a close contest. . . . Welcome back to Clerk Dick Wolfe.

Oakland Pier: That blue-eyed Irish lass now gracing our reception desk is new steno, Rose Guelld. . . . A party for his fellow workers was thrown by Claims Adjuster Dick Tuffs to show off his new home as well as the recent addition to his family, Linda Eileen.

WEDDED BLISS is enjoyed by Annie Mirabito, clerk, Passenger-Public Relations Department, San Francisco, and husband, Wayne Ingebretsen.





THINKING ABOUT WORK is difficult when your mind is on the World Series, says Joe Solari, accountant in our Assistant General Auditor's Office, San Francisco. He was one of two lucky San Franciscans to win a trip back east to see the games, beginning October 2, expenses paid by the San Francisco Seals and their sponsors.

Los Angeles Division

Head Reporter: L. E. Paddock, Supt's Office, Los Angeles. Assistants: J. Ann Macon, Supt's Office; Bobbie Graham, Dist. Timekeeping Bureau: Bernice L. Monroe, LA Yard; Raymond Carter, Robert Grier, LA Freight Station.

Peggy Hayes attended the Fifth District RBWA meeting in Salt Lake City last month. There were ten chapter presidents, two national officers and the district director at this important meeting. . . . Welcome to Extra Clerk Helen Ortmann, wife of Jack (EMBA) Ortmann. . . . Richard and William Morgan took time off from their file room duties to report for Naval Air Reserve training at Fallon, Nevada. . . . Nice to have Dick Zimmer back on the job after oral surgery to remove all four wisdom teeth.

Dist. Timekeeping Bur.: Bobbie Graham brought her cute 4-month-old daughter, Bonnie, to our office for a visit. . . . . Also visiting us was Lorraine Butler with her three sons, Larry, Jack, and newest addition, Paul, 4 months. . . . Nice to have Pauline Walters back from sick leave.

Vacations: Everett Dial to Houston, Mabel Bradshaw to Iowa; Dorothy Creighton to Grand Canyon; Ralph Alhstrom to Wisconsin.

LA Yard: Good to have James McClenathan and Alfred Powell back after their lengthy illnesses. . . . Romance: Yardmaster Andrew McGuire has married the nurse he met while in the hospital recuperating from an off duty injury. . . . Sympathy to Yard Crew Dispatcher B. L. Cook in the loss of his wife. . . . Switchman E. H. Kuhn and his family enjoyed an extensive trip through Europe.

LA Freight Station: Tractor Operator Stephen Martin was the soloist at the recent marriage ceremony of former employe, Rudy Diaz. . . . Vacations: Floyd Rogers and his wife enjoyed a week of fishing at Topaz and Saddle Rock Lakes in the Sierra; Fred Mahlke relaxed at Clear Lake; Rudy Melendez and his son visited relatives in Mexico. . . . Check Clerk Moses Labrada was a winner in the safety essay contest sponsored by the safety department. He was awarded a pair of safety shoes for his excellent essay. . . . Burl Murphy was really impressed with Mexico when he went there on his vacation. . . . When Domingo Alvarez, janitor, retired, it was a momentous occasion.

General Office

Aud. Frt. Accts., Des Sekany.

Entering the Armed Forces was Dan Palmieri, Misc. Bur. . . . Returning after serving two years with Uncle Sam is Ollie Reoutt, Tab. Bur. . . . The date for the coming AFA Fall Bowling tourney has been changed to November 10 and is scheduled to be held in San Francisco. Co-chairmen for the event are Bob Sloan, Interline Bur., and Gene Bonbright, Revising Bur. . . . Appointed asst. chief clerk of the Typing Bureau was Mrs. Lorenze Schneider. . . . Jim Bailey, asst. chief clerk, Interline Bur., attended a reunion of his regiment in Joplin, Mo. He served in Alaska during World War II.

Vice President and Gen. Aud. & Asst. Gen. Aud., Jerry Pera, Acting Reporter.

Frederick Nicholas, who retired after more than 50 years' service, plans traveling to Hawaii and then Europe. . . . Welcome to Dick Morgan, Lin Parker, Don Olean and Mike Accarizzi, all of the Central File Bureau. Welcome also to Gail Sommer of the Typing Bureau and Robert Carlsen of the Corporate Accounts Bureau. . . . Speedy recovery wished for C. D. Farrer, special accountant. . . . The statistical bureau is one of the prettiest spots in the offices these days, adorned with beautiful dahlias raised by Bill Collyer. . . . Good to have Jean Meeko back after her illness.

Freight Claims, Boe Birdzell.

Welcome to Chester Carter, Vernon Brinkhaus, Robert Sellers and Jay Hocker. . . . Diane Roberts made a trip to Disneyland so she could use her pass on the Disneyland Train. . . . There is a rumor that Gertrude Collins, who has returned from Hawaii, will do the Hula for us at our Christmas party. This we don't want to miss. . . . Vicky Riner, who has been with the company for almost four years recently took her first train ride, visiting Portland.

Los Angeles Shops

Head Reporter: Victor Schiro.

On a recent visit to Ensenada, Passenger Carman Ray Morales caught his first Yellowtail which he smoked and distributed among fellow workers. . . . Good to see Frank Herrera back after his long illness. . . . Alfred, 14-year-old son of Sheet Metal Worker Leo Menard, shot his first deer on his first hunting

AFTER 43 YEARS' SERVICE with our company, Audrey Shrafel, assistant chief clerk, Typing Bureau, Auditor Freight Accounts, enjoyed an office party given in her honor and then retired.





HAWAIIAN VACATION was enjoyed recently by some 50 SP employes, pensioners and friends, of whom these are a few, pictured as their plane deposited them in the Paradise of the Pacific. Tours like these, and to the national parks, Mexico, even to Europe, are conducted by Harry Langhaldt, tour director of the Southern Pacific Club. Although Harry retired in January 1955 as an assistant engineer in our Valuation Department, he plans to continue conducting tours in his retirement years. He started back in 1933 with a tour to the World's Fair in Chicago. Harry does not appear in this picture, but most of the faces will be recognized in the several departments of the railroad they represent.

expedition in the Sawhill Mountains. . . . Sheet Metal Dept, Foreman Chester Biffi and his wife were honored on their 25th wedding anniversary at a reception given by their children. . . . Sheet Metal Worker Samuel Jacobson appeared on Paul Coates "Confidential File" television show recently.

Traffic Departments

Tucson, Phoenix; Dorothy Metzger.

Phoenix: The halls of higher learning have been beckoning to many of us. Contemplating a refresher course in Spanish is Freight Tracer Clerk Flo Brown. Born in England, reared in the U.S., and for ten years in business in Mexico, Flo has been a busy gal. . . . Your reporter thinks mixing business with art is not such a bad idea, and this year has forsaken the art department to enroll in the business department at Phoenix College. . . . Chet Rosenberg, fascinated by Mars and Saturn and the valleys he has seen on the moon, has taken up stargazing. . . . Bonnie Harbour, file clerk, thinks she needs a course in higher mathematics. She is trying to figure out when her husband's investment in a new pick-up truck, a high-powered rifle and a hunting permit will result in a locker full of free meat. . . . On the "giving" end of this learning business we have Ross Elliott, chief rate clerk, who is again instructing a class in traffic management at Phoenix Technical School. . . . Harrison Hilt, son of George Hilt, supervisor of train service, is marrying Isabelle Funkhauser of Dayton, Ohio, on November 3.

Tucson: Maria Morton, tracer rate clerk, is a young woman of talent. She studied ballet in Washington, D. C., with Lisa Gardiner, who was a member of the Pavlova Ballet Company, and was a charter member of the first Washington Civic Ballet. Each summer Maria spends her vacation in Los Angeles for further study with Al De Rea, and is starting her fifth year as tap instructor at the Binda Tuke School of Stage Dancing. Maria also designs costumes and plays the piano, but she considers her four lovely children her crowning achievement.

Passenger-Public Relations, SF. Don Wright, Ellen Hoggan.

Gen. Passenger-Public Relations, SF: Welcome to Richard Aiken to the Record Bureau. . . . Robert Hancocks is now public relations clerk, while Lou Shelton has been transferred to Mail, Baggage and Express Traffic, and George Morris is now military clerk in the Train Service Bureau. . . . Wilbur Wallace has returned after a long leave of absence and is currently on the Ticket Stock Room staff. . . . Ed Rosine went to Baltimore for the annual convention of the American Association of Passenger Rate Men, of which Ed is currently president of the Golden West region.

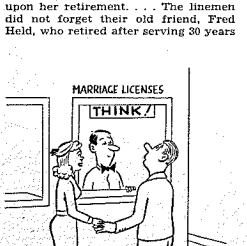
Vacations: Sue and Roy Weiler went east; Henry Mogler traveled to New York and Miami; A. J. Glass enjoyed Carmel.

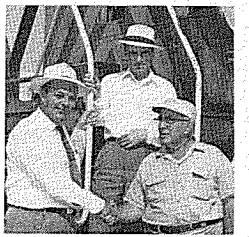
Central Travel Service Agency SF: Sympathy to the relatives of Henry McCarney, who passed away. . . . Eulala O'Connell resigned to devote full time to her family. . . . George Van De Venter and family vacationed at Lake Tahoe. . . . Ada and Ed Rink celebrated their wedding anniversary with a night out on the town.

Communications

Head Reporter: Henry L. Loretz, SF. Assistant: Jeannette S. Franch, LA.

A hearty welcome to the New York Communications Office which has become a member of our vast communications service. Steven Manko is manager; Charles Guarneria is his assistant. The "Hello" department is headed by Josie Mayer and her assistant, Kathy Hoare. . . . Receiving wire chief training are Bill McKee, Ray Lambert and Robert Fiosi. . . . Rene Hackett was given a nice send-off by her many friends at WO Telephone Exchange upon her retirement. . . . The linemen did not forget their old friend, Fred Held, who retired after serving 30 years





GOING FISHING NOW is Fred McPherson (right) engineer, San Joaquin Division, who retired after nearly 47 years with SP. His health and safety records were perfect during his career. On hand to wish him well at the conclusion of his last run were Trainmaster Max Howard (left) of Fresno, and George Jones, safety supervisor from General Office.

in the Gerber District. . . . Ann Vercelli writes from Europe that she is having the time of her life. . . . Our best wishes to Wanda Hopkins, of Portland, who recently resigned to take care of her children. . . . The boys turned out strong for the Dunsmuir Trout Outing.

Yuma Division

Head Reporter: Don McLeod, Supt's Office, LA. Assistants: Terry Rogers, MP&C Dept., Tom Mullera, Indio Yard; Salome Lopez, Yard Office, Martha Moran, MP&C Dept., and Mickey Ryan, Agent's Office, Yuma

Wayne Morris, formerly asst. terminal superintendent at Los Angeles, has been appointed acting assistant superintendent of the Yuma Division. After attending Fresno State College Morris entered SP service as a brakeman in 1937. . . . Vacations: Bill Rountree, station supervisor, relaxed at Ensenada; Bill Currier, trainmaster, El Centro, to Lake Tahoe; R. V. Wills, trainmaster, Indio, to Nevada; J. R. Powell, asst. trainmaster, Colton, went fishing along the Colorado River. . . . Your head reporter has been promoted to station clerk. . . . Welcome



BEST WISHES to Engineer W. W. McArthur (right), Western Division, upon his recent retirement. Local Chairman of the Brotherhood of Locomotive Firemen and Engineers for over 30 years, McArthur receives warm handshake from Jay Long, superintendent, at the end of last run.

to Lois Cragin, our new messenger. . . . All roads lead to the Glendale home of Marianne Staley, steno-clerk in the Supt's Office. One reason is that Marianne is a very popular gal, anyway, and another is that her father held the winning number at the Glendale Elks' Club drawing Sept. 15. The prize was a 19-inch color television set. Wow!

Shasta Division

Head Reporter: Marjorie D. Calloway, Supt's Office, Dunsmuir. Assistants: Ellen Kafer, R. D Anderson, Gina George, Dunsmuir; Homer Bissell, Ashland; A. H. Sullivan, Klamath Falls; Harry Wilson, Alturas.

Highly successful safety picnics were held in Ashland, Klamath Falls and Alturas in recognition of our safety record for the first six months this year. . . . The following active and retired engineers and their wives attended the International Western Conference of the BofLE and GIA in Denver: J. G. Fidler, Fred Langrehr, C. J. Eachus, H. A. Ahl, O. S. Weedon, F. M. Creason, Albert McCann, F. M. Duggan, C. D. Wendell, J. D. Smyth; also Clyde Carter, C. N. Bryan, and Byron Walker. . . . William Tell had nothing on our boys who have taken to archery with a vengeance trying to get those deer. . . . Steno Helen Cochenour's hobby is braiding rugs. . . . Electrician Stan Tatreau is a hi-fi fan and has a large collection of all types of records. . . . Train Clerk C. M. Bailey's hobby is antique collecting. . . . Trainmaster C. E. Alward and his wife participated in old car parade at Reno, dressed in appropriate Gay Nineties costumes.

Asst. Signal Supervisor S. P. Landoe is bursting his buttons over first grandchild, a girl. . . . Former Supt's Secretary Joe Gorman, now in the General Office, SF, was presented a Mickey Mouse watch as a farewell gift (and also a more valuable watch). . . . Johnathan Deskin, formerly of the Western Division, is now secretary to superintendent.

Retired Conductor B. F. Kivett won a salmon derby at Grays Harbor, Washington, won a prize of $750, and got his picture in a newsreel. . . . On his vacation Engineer George Wendell enjoyed a ride on a snow-mobile over a glacier in Canada. . . . We have our own celebrity, Trainmaster D. R. Anderson, who appeared on TV and talked about the railroad. . . . Sympathy to Section Laborer Jesus Saucedo in the loss of his wife. . . . Roadmaster Paul Collins and his wife celebrated their silver wedding anniversary and were honored at a tea by their two daughters. . . . Supt. A. W. Kilborn isn't the only one in his family to win golfing cups. His wife Mildred walked off with the trophy for the McCloud Ladies' Open Golf Tournament. . . . Timekeeper Owen Stanley's imitation of his parakeet's action is strictly for the birds. . . . A large number of boy scouts enjoyed a railroad display at Redding. Asst. Supt. J. C. Slade was on hand to conduct the tour and answer questions.

Tucson Division

Head Reporter: Leroy Magers, Supt's Office, Tucson. Assistants: Evelyn Hunter, Ruth Love, Tucson; Paige Foreman, Nogales, Nadine Ingersoll, Phoenix.

For 20 years there has been a sign in one of the Phoenix restaurants reading, "A free meal if you find no one inside eating," and for approximately that long Engineer Jay Tyler has been lunching there. Well, you guessed it, the other day he finally got his free meal. . . . Lift Truck Operator Robert Irwin, Phoenix Freight, is the happy winner of a new car and $1000. How lucky can a person be! . . . Welcome to Fred Pratt, Phoenix Freight, who came to us from the Los Angeles Traffic Department. . . . Asst. Car Distributor Lowery Pennell placed second in the Douglas Country Club Invitational Golf Tournament.

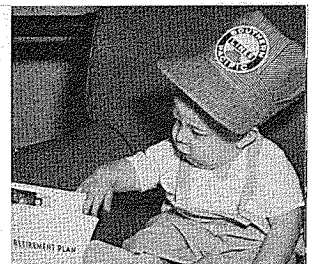
Vacations: Chief Clerk R. A. Ruderman, Phoenix Freight, and his wife, Pat, from the Traffic Department, drove to Mexico City; D. W. Hashbarger went to Yellowstone; Fred Crist to Colorado; Milo Root to San Diego.

Engineering Dept.

Head Reporter: Lee DeKoker, SF. Assistants: John M. Cadden, System MofW Shop, WO; Betty Cadden, SF.

Former Head Reporter Marian Ide is now steno-clerking in the Signal Department. . . . Speedy recovery wished for D. A. Porter, who is convalescing from an operation. . . . Welcome to George Fabrin, Frances Smith, Charles Greeley, Bernard Friedmann and George Musser. . . . H. B. Garrett's family tree blossomed forth with another grandchild. . . . Congratulations to Paul Henricks on the birth of his first grandchild. . . . Requisitions are ably handled by our new requisition clerk, Richard Wall. . . . Sylvia Serrahn is glowing with radiant out-door coloring acquired during her vacation. . . . The men and women's Winter Bowling League should be tops this season with A-1 representation. . . . An all-female expedition to Disneyland was planned by the gals of the Valuation Department.

System MofW Shop, WO: The men's Winter Bowling League will be rolling along in top form this season with Bob Davis, Ray Miller, Cliff Johnson par-



THINKING ALREADY about becoming a railroader is young Darhyl, son of Don Vann, clerk, Public Relations Department, San Francisco.

THEY'RE THE GREATEST! Winner of the 1956 Southern Pacific Inter-City Softball League was the Sacramento General Shops team sponsored by the SP Club of Sacramento. Members of the team include: (kneeling, l-r) R. Reid, E. Britton, M. A. Rakijar, M. K. Martinez, team manager; J. Rocero, F. Sota; (Standing) R. Rugg, J. Viega, G. Johnson, D. Pisani and J. Ramiroz.





SALAD, ANYONE? Machinist Helper Charles Dickinson of Eugene Yard, and his wife, Mary, grow these cucumbers the size of brake clubs. Some of the cukes, known as "McKenzie Specials" reach a length of 25 inches. The seed for this particular variety comes from England and originated from an ancient Chinese snake cucumber crossed with other seed to straighten out the curves. And they're delicious!—Springfield (Oregon) News Photo.

ticipating. John Ferriantino is secretary-treasurer of the league. . . . Bob Poindexter can always plan for an all-girl orchestra with the introduction of another baby daughter born last August. . . . Speedy recovery wished for Gus Rodriguez and John Selva.

Your editor "retired" Paul Adams years too soon in our last issue. Still very much with us, Paul has been working with the Engineering Dept. in Sacramento, and still is.

Sacramento Division

Head Reporter: John A. Collins, Supt's Office, Sacramento. Assistants: T. J. Vicari (photographer), Pauline Hutson, Engineering Dept., Sacramento; Jean Lischeid, Supt's Office, Sacramento.

Sacramento: Steno Lola Landerman was seen on television by those who watched Art Linkletter's House Party on Labor Day. . . . Speedy recovery wished for Trainmaster T. E. Billingsley who has been in General Hospital. . . . That lunch box that Jean Smith was carrying around the other day with pictures of Donald Duck on it was not for herself, but for her little girl starting school again—so Jean says.

Vacations: Agnes Orr and her husband motored to Salt Lake; Elmer Solander enjoyed Victoria, B. C.

Dist. Timekeeping Bureau: Clerk John McAllister, an enthusiast for "Gaelic" football, combination of rugby and soccer, was chosen to play on the San Francisco All-Star "Gaelic" team vs. the Los Angeles All-Stars. San Francisco won. . . . Welcome to Bill Kelly, record and binder clerk.

Vacations: W. E. Ashley to Boulder, Colorado, where his daughter Susan is attending college; Ann Lemke to Canada; Leonard Derheim to Dunsmuir; Frances Corey to Santa Barbara.

Engr. Dept.: Returning to school were Technical Students Jimmie Lawson, John Lynch, Brian Currie and Rodmen Wayne Grist, Curtis Perkins, Richard Spicer, and Inspector Leonard Silva. . . . New name voted for the Railway Business Women's Association publication, Sacramento Branch, is "Camellia City Silver Rails." Editor is Steno Virginia Jordan of the 12th Street Yard Office. . . . Congratulations to George Jervie, who is now Class "A" engineer.

Roseville: Switchman Ben Hopkins and his family are becoming expert photographers. They took over a hundred color slides on their vacation to British Columbia. . . . While they were in Yosemite National Park General Yardmaster W. A. Hamilton and his family observed a bear saunter to a bread truck, help himself to a loaf of fresh bread and enjoy his lunch. . . . Welcome to Mrs. N. C. Moore, wife of master car repairer, and their six children, who have just moved from Oakland.

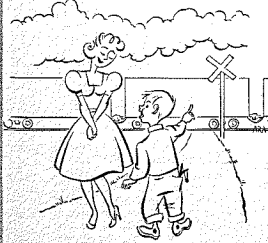
General Stores

Head Reporter: Joe Valdez, SF. Assistants: Edythe Flood, El Paso; John Diaz, Geo. Gerichten, West Oakland; Leo Keller, Brooklyn.

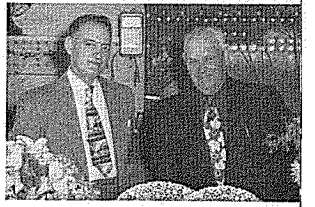
After numerous fishing trips to far off places, Darwin Clayton, correspondence clerk, finally reeled in two huge stripers—and where did he catch them? Right near the Berkeley Pier, almost in his own back yard. . . . A. S. McKelligon, retired gen. storekeeper, is convalescing from a recent operation. . . . Head-clerk Bob McCray's hobby is tennis; he plays almost every week end and sometimes evenings after work. . . . Good to see Grace Mucklow back after her lengthy illness. . . . Rapid recovery wished for Eddie Lorenzetti who has been ill.

Los Angeles: Recently some of the boys from the Stores Dept. and Shops gathered together at Wrigley Field to watch Los Angeles and Hollywood play baseball. They plan similar get-togethers in the future. . . . Art Olson, foreman, Store 1, celebrated his 40th year with the company recently. . . . Stopping by to visit were retired section stockmen William Slagle and William Gray. . . . On the first day of his vacation James Kindelon's garage burned down with the car inside, a tough break. . . . Utility Clerk Elma Nelson retired Sept. 14 after nearly 39 years' service. A luncheon was given in her honor.

El Paso: Dieselization has been completed on store crane SPMW-4055. . . . C. M. Sullivan vacationed on the west coast and attended graduation exercises of his daughter, Helen, from St. Josephs College of Nursing, San Francisco. . . . Speedy recovery wished for Effie del Rio who has been ill.



"But, Sis, he always whistles like that at a crossing."



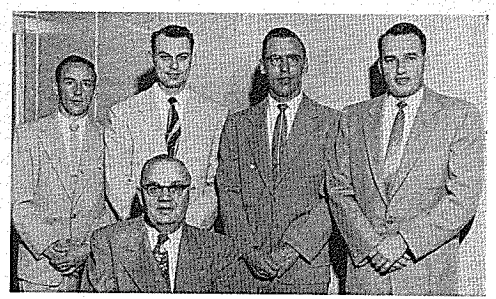
OPEN HOUSE was held in West Oakland Signal Shop in honor of Rex deSausmarez (left), signal maintainer, who retired after 45 years' service, and Elmer Schukowsky, who had 35 years with our company.

San Joaquin Division

Head Reporter: Sylvia Ahlgren, Supt's Office, Bakersfield. Assistants: Charles Snook, Ruth Eiffler, Fresno; Elvin W. Smith, Edna LaGore, Hannah O'Brien, MofW Dept.; Dan Parker (photographer), Bakersfield

Another "Golden Ruler" remains unidentified. When retired Section Foreman Sam McLean's home caught fire and burned to the ground, an engineer on a freight train (either SP or AT&SF) rumbling through the Tehachapi mountain territory observed flames and halted his train long enough to report the fire and arouse neighbors. The McLeans lost all of their possessions, including a valuable gun collection. . . . Chuck Underwood, crew dispatcher, was happily surprised by a "card shower" on his birthday last month. He has been confined in General Hospital for several months and was mighty glad to hear from so many of his friends. . . . Everyone was shocked along the Division to learn of the drowning of Engineer Nathan Nichols and his son Machinist Dow Nichols at Lake Isabella on August 24 while on a fishing trip. Our deepest sympathy to their relatives.

Our company is well represented in the class in Supervision Techniques which commenced Sept. 11. . . . Friday



NEW OFFICERS of the campus honorary chapter of Delta Nu Alpha Transportation Fraternity at the University of Oregon are (standing, l-r) Clerk Frederick Stamen, secretary; Clerk Robert Armes, treasurer; Clerk Neal Kluckman, vice-president; Telegrapher-clerk Hubert Hall, president. Seated is Dr. C. F. Ziebarth, advisor to the organization and associate professor of Business Administration. In the early 20's he worked for SP. All four students, who have been dividing their time between work and school, are majoring in Industrial Traffic and will graduate next year.

night at Skateland is practically SP night. The Good Skates represented include Robert Neville, Raymond Short, Dennis Ingram, Alice Jonas, Marian Disston, Jim Maxwell, Jerry Frailey, Josephine Riley and their families. . . . No, that fellow in the MofW office is not a new clerk—it's just Kenny Armistead wearing his very own glasses. Previously Kenny—when he wanted to read the fine print, used to say to anyone handy, "Let me borrow your glasses a minute, will you?" . . . B&B Supervisor Vic Hutchings returned from vacation in a sour mooooood. His car "cowtowed" to a milk truck and emerged badly bruised and battered. Vic suffered only injured pride. . . . Serious plans are underway to reorganize the SP Club at Bakersfield. A pot luck supper meeting was held at Beale Park on September 4. An organization meeting is planned for this month. Membership is open to all SP employes, their families, and to pensioners. Anyone interested in further details should contact Alvin Kuest, crew dispatcher at Bakersfield. . . . Speedy recovery wished for Joe Cook, Alman Smith, Elby Thompson and August Anderson.

Daniel Curtin, cashier at Fresno, retired last month after 47 years' service. Born in County Cork, Ireland, Dan went to work for SP when he was 18. He served overseas during World War I and returned with a sergeant's rating. At a farewell party given for him by friends of the Fresno Freight Office Dan was presented with a portable typewriter, so that he can continue writing to his many friends.

Rio Grande Division

Head Reporter: Tona Prewitt, Supt's Office, El Paso. Assistants: Juana Haight, Douglas; Paul Humphries, Lordsburg; Julia Hassman, Deming; Helen R. Nowell, Carrizozo; Lucie E. Wright, Al Bouchard (photographer), Tucumcari; C. W. Vance and R. L Barnum, El Paso.

How to beat your opponents and then send them home happy was demonstrated recently by our El Paso District Service Club. After the Little League baseball team (sponsored by the club) beat the Little League team from Tucumcari, 9 to 2, the defeated players were entertained at the home of SP Club President Ann Prewit and her husband, W. C. "Bill" Prewit, along with SP employes who served as team sponsors at Tucumcari. The El Paso Little Leaguers finished the season in second place in the league play-offs and in fourth place in the city finals—a good record! M. M. Schwartz is team manager, and R. M. Dillon, coach. . . . Betty Gonzales, president of El Paso Chapter of Railway Business Women, attended the district board meeting in Salt Lake City, September 15. First fall meeting of El Paso Chapter was September 20, with social hour and refreshments under charge of Chief Telephone Operator Marie Keim and IBM Operator Faye Sannes. . . . Ara B. Hill, assistant RRB clerk, was honored by her fellow employes with a retirement party when she left us August 31. She started her SP service in 1925.



"IN GOOD SHAPE!" When Southern California chapter, Railway and Locomotive Historical Society, dedicated its six-locomotive display at the Los Angeles County Fair, September 16, a group of SP officials were on hand to take another admiring look at Locomotive 5021 we recently gave to the society. Left to right are H. C. Hall, DP&PRR, Pomona; J. H. Pruett, Jr., PT&PR manager, Los Angeles; George B. Hanson, assistant to president, and F. Norman Clark, Jr., equipment chairman of the chapter. Looking down approvingly is Superintendent P. D. Robinson of Los Angeles Division.

THANKS TO YOU!

Deserving Happy Retirement

COAST DIVISION: **A. E. Hatchell,** switchman; Carl Joost, engineer; Alvin Miller, clerk; Leonard Spangler, engineer.

LOS ANGELES DIVISION: **Edmund Begue,** engineer; **John Jennings,** conductor.

LOS ANGELES SHOPS: **Willis Cady,** machinist; **William Henderson,** freight carman; **Eugene Tinker,** SMW departmental foreman.

PORTLAND DIVISION: **Nels Anderson,** laborer; **Elba Burnett,** conductor; **F. C. Dietz,** laborer; **Miller Haley,** car inspector.

SACRAMENTO DIVISION: **Arthur Wilson,** conductor.

RIO GRANDE DIVISION: **George Bernhardt,** machinist; **Elmer Bula,** telegrapher; **Earl Strickland,** engineer; **William Thrasher,** car inspector.

SALT LAKE DIVISION: **Frank Parker,** engineer; **John Schultz,** brakeman; **Junius Taylor,** boilermaker inspector.

SAN JOAQUIN DIVISION: **Dallas Graham,** pipefitter helper; **George Wicks,** painter foreman.

SHASTA DIVISION: **Sidney Birdwell,** conductor; **James Weeks,** asst. engineer.

TUCSON DIVISION: **Allen Bland,** conductor; **William Brooke,** chief clerk; **Robert Cook,** conductor; **Howard Francisco,** switchman; **Walter Griffith,** painter foreman; **Clark Mullins,** conductor; **Albert Spencer,** clerk.

WESTERN DIVISION: **Robert Algeo,** conductor; **William Costello,** telegrapher; **William Cox,** engineer; **Joseph Fernandez,** telegrapher - towerman; **James Gualco,** engineer; **Claude Jackson,** conductor; **Van Milligan,** roundhouse foreman; **Clyde Misener,** engineer; **Herman Rockstroh,** engineer; **Harry Sipe,** conductor.

DINING CAR DEPARTMENT: **John Kelson,** waiter; **Leo Elsfelder,** train news agent; **Allen Robinson,** dining car chef.

NORTHWESTERN PACIFIC: **Charles Flagerman,** janitor; **Alemanno Mazzina,** freight handler.

PACIFIC ELECTRIC: **Joaquin Albis,** track laborer; **Gregorio Cabrera,** track



NEW NAMES added to the pension rolls include George Haas (left), telegrapher, Rio Grande Division, who served 41 years, and A. E. Luther, yard clerk, Portland Division, who was 47 years with our company.

laborer; **Ross Copeland**, shop laborer; **Lawrence Hirtle**, trainman; **Clarence Swartz**, chief buyer, Purchasing Department.

MISCELLANEOUS: **John Matura**, machinist, Sacramento Shops; **Joseph Savant**, telegrapher-clerk, Yuma Div.; **Robert Green**, molder helper, Sacramento Shops; **Lena Drummond**, pressman, Duplicating Bureau, SF; **Samuel Baca**, tractor crane operator, Los Angeles Stores; **Harry Huerkens**, blacksmith, West Oakland Stores; **Genaro Moreno**, crane foreman, Oakland Stores; **Louis Cattell**, asst. section stockman, Sacramento Stores.

CIGARS, CANDY

Births in Our SP Families

Sons to: **Dave Caruth**, asst. head clerk, Division Engineers Office, Yuma Div., and **Marie Caruth**, asst. head file clerk, Los Angeles Div.; **Tony Eaves**, asst. signalman, Western Div.; **Wayne Alsop**, claims agent, General Claims, SF; **Bonnie Sayous**, interline bureau clerk, Aud. Frt. Accts., SF; **George Donagrechia**, freight carman; **Dominick Alletto**, passenger carman, both Los Angeles Shops; **James McDonald**, carman, and **Sally McDonald**, secretary, both Portland Div.; **Wanda Smith**, steno, San Joaquin Div.; **Floyd Lund**, trucker, Portland Division.

Daughters to: **Fred Woods**, engineer, Tucson Div.; **George Broussard**, clerk, Los Angeles Div.; **Roger Bowman**, machinist, San Joaquin Div.; **Vern Thompson**, enginemen instructor; **Allen Matthieu**, carman apprentice, both Portland Division.

MOVING UP!

Promotions to Better Jobs

ENGINEERING: **Carl Brinckman**, to chief draftsman, headquarters in San Francisco; **Murrel Crawford**, to general scale inspector, headquarters in Oakland; **F. C. Cudworth**, to general track foreman, headquarters in Oakridge, Oregon.

SP PIPE LINES, INC.: **T. T. Hendrix**, to asst. chief operator-delivery, headquarters in Phoenix; **C. D. Ozanich**, to corrosion engineer, headquarters in Los Angeles.

OPERATING: **W. C. Morris**, to acting assistant superintendent, Yuma Division, headquarters in Los Angeles; **J. M. Harwell**, to asst. terminal superintendent, headquarters in Los Angeles.

TRAFFIC: **D. P. Vance**, to traveling freight and passenger agent, headquarters in Butte, Montana; **W. A. Fuller**, to traveling freight agent, headquarters in San Jose; **H. W. McCargar**, to district freight agent, headquarters at Wilmington; **P. H. Jacobsmeyer**, to traveling freight and passenger agent, headquarters at Riverside; **W. W. Flanagan**, to city freight agent, Los Angeles.

PACIFIC MOTOR TRUCKING: **J. J. Flanagan**, to traffic representative, headquarters in San Francisco; **R. L. Petersen**, to traffic representative, headquarters in Oakland; **R. E. Cain**, to traffic representative, headquarters in Stockton; **L. A. Curtis**, to traffic representative, headquarters in San Jose.

VP & GEN. AUD. & ASST. GEN. AUDITOR: **William Biglow**, **Norman Wiley**, to special accountants; **Ed Hannan**, to chief clerk of Outside Companies, all with headquarters in San Francisco.

BEST WISHES!

Engagements, Marriages

Married: **Leonard Silva**, engineer inspector, Sacramento Division, to Miriam Dawn Muse; **Mary Richardson**, steno, Accounting Department, Pacific Electric, to Clive Blankenship; **Joe Escabar**, engineer, Western Division, to Rita Rogers; **Ansilmo Torres**, clerk, Western Division, to Hilaria Vasquez; **Carol Carretta**, calculating mach. operator, Aud. Frt. Accts., to Peter Tarantino; **Agnes Seaton**, calculating mach. operator, Aud. Frt. Accts., to John Hamilton; **Nate Russell**, machinist, to **Irma Fortna**, clerk, both Shasta Division; **Christopher Deghi**, freight carman, Los Angeles Shops, to Lucy Colavin; **James Brand**, sheetmetal worker, Los Angeles Shops, to Nellie Westerfield; **Dominick Plescia**, carman apprentice, Los Angeles Shops, to Sara Procedo; **Marian Grote**, printer mach. operator, Portland Div., to Dr. William Peltzer; **Norma Jean Gardenhire**, Portland Div., to Henry Watts; **Barbara Spitulski**, clerk, Portland Div. to Richard Robirds; **Curtis Holzsang**, clerk, Portland Div., to Darrelyn Etel; **Howard Oliver**, clerk, Portland Div., to Doreen Schiffer.

Engaged: **Kathleen Sneddon**, clerk, General Claims, SF, to Lester Alway; **Donald Haines**, conductor, to **Lois Maddock**, secretary to general yardmaster, both Tucson Division.



A 'HUNTIN' THEY WILL GO! The Hager twins, Roy (left) and Ralph, conductors both, on the Salt Lake Division, retired August 31 and will spend their leisure time hunting and fishing and watching no clocks. Roy had 46 years' service with our company; Ralph was close behind with 43.

OUR SYMPATHY

Deaths in SP Family

PORTLAND DIVISION: **Wiley Carpenter**, boilermaker; **Stewart Green**, car inspector; **Harry McDavitt**, extra gang laborer. Pensioners: **Charles Graham**, conductor; **Robert Murray**, conductor; **William Pearson**, telegrapher-clerk; **William Phinney**, shop laborer; **James Santilli**, car painter; **Bert Wheatley**, agent-telegrapher; **George Wilson**, laborer.

COAST DIVISION: **Fred Taylor**, clerk; **Robert Burns**, yardman. Pensioners: **George Athanasopulos**, boilermaker; **G. J. Castro**, carpenter; **John Fagan**, engineer; **George Fitschen**, engineer; **Paul Karas**, freight carman; **Kenneth Myers**, sec. laborer; **Frank Schneider**, asst. boiler foreman; **Albert Velasquez**, watchman.

RIO GRANDE DIVISION: Pensioners: **David Agerter**, brakeman; **Aristeo Blanco**, pipefitter helper; **Richard Dickens**, machinist helper; **Macario Garcia**, MP&C laborer; **Felipe Hernandez**, sec. laborer.

SAN JOAQUIN DIVISION: **Anthony May**, engineer; **Nathan Nichols**, engineer; **John Zervic**, signalman; **Dow Nichols**, machinist. Pensioners: **Loren Carpenter**, conductor; **Clyde Fields**, engineer; **Gerhard Harms**, carman painter; **Frank Hovey**, signal maintainer.

SALT LAKE DIVISION: **George Dees**, steno; **Louis Litster**, boilermaker helper; **James Minor**, conductor. Pensioner: **Henry Watson**, pipefitter.

SACRAMENTO SHOPS: **Walter Visker**, carman. Pensioners: **Peter Cekalovich**, sheet metal helper; **Peter Herman**, machinist; **William Kyne**, foreman car builder; **William Spackman**, blacksmith helper; **Henry Tietjen**, boilermaker; **Saverio Zarzana**, diff. moulder helper.

LOS ANGELES DIVISION: **Joe Amodio**, section foreman; **Ralph Rosenbaugh**, boilermaker; **Eugene Flynn**, claim inspector, Pensioner; **Benjamin Keesee**, switchman.

WESTERN DIVISION: **Glenn Cunningham**, accountant. Pensioners: **John Coward**, freight car builder; **Bertram Knight**, welder; **James McNamara**, brakeman.

SHASTA DIVISION: Pensioners: **Rosario Congi**, machinist; **William Kirkpatrick**, signal maintainer; **George Stevens**, conductor.

TUCSON DIVISION: **George Donegan**, conductor. Pensioners: **Manuel Altamirano**, track laborer; **Ralph Johnson**, engineer; **Henry Showers**, conductor; **Thomas Stark**, baggage clerk.

EL PASO SHOPS: Pensioners: **James Craven**, machinist; **Fidencio Ortega**, boilermaker helper.

MISCELLANEOUS: **Woodrow Mullins**, carman, NWP; **Elijah Blackwell**, cook, Los Angeles Commissary. Pensioners: **William Koch**, locomotive painter, Sacramento Div.;**Willis Cady**, machinist, Los Angeles Shops; **Tomes Kouglas**, gang foreman, Los Angeles Stores; **Henry Elvers**, laborer and night watchman, Steamer Dept., NWP; **Gertrude Baker**, telephone operator, Communications; **Charles Godbey**, counterman, West Oakland; **Elkan Goslinev**, clerk, Valuation Dept., General Office; **Harold Spring**, secretary, Executive Dept.

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